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The Model Aeronautics Association of Canada is dedicated to serving all aspects of modeling through National leadership by encouraging individual, family, and community participation, and promoting high standards of safety and personal fulfillment.

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La mission nationale de l'association des modélistes aéronautique du Canada est la promotion de tous les aspects du modélisme tant au niveau familial, communautaire qu'individuel sous l'enseigne de la sécurité et l'accomplissement personnel.

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Kamloops Model Airplane Society member Dylan Story taxied his Timber as far as he could as the wet snow built up on his wheels after a recent flight. / Dylan Story (membre de la Kamloops Model Airplane Society) a déplacé son Timber aussi loin qu'il le pouvait jusqu'à ce que la neige s'accumule trop sur les roues.
Photo by Ben Overmars .

CHRONIQUE DU PRÉSIDENT

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CE CHANGEMENT QUI SE POURSUIT

À titre individuel ou au sein d'organismes, nous nous butons quotidiennement à la croisée des chemins. Rien ne demeure statique… le changement se produit sans cesse. Parfois, il est subtil; d'autres fois, il est aussi rapide que dérangeant. La façon dont nous nous adaptons aux nouvelles réalités, voilà qui détermine souvent notre place dans le monde.

Selon une expression consacrée, nous constituons – individuellement – la somme de nos blessures. Nos expériences de vie que nous avons accumulées moulent en quelque sorte la façon dont nous examinons le monde et nos attentes. Plusieurs variables renforcent notre propre personne, nos organismes et les communautés, aujourd'hui.

La scission des communautés rurales et urbaines, la scission des occasions de scolarité, la scission entre les races, celle de l'accès aux bons emplois, d'une bonne bande passante pour nos besoins d'Internet, la scission entre l'accès équitable aux soins de santé, tout cela moule en quelque sorte le point de vue sur la vie et comment les personnes s'y insèrent. Cela influence aussi nos conversations et nos rapports interpersonnels. Les personnes moulent nos organismes et communautés.

L'inertie peut être aussi rassurante que destructrice. La résistance au changement, c'est ce manque de volonté de s'adapter à des circonstances qui évoluent. La tradition, c'est ce que nos ancêtres faisaient. Nous sommes en train de créer nos propres traditions qui, elles, peuvent évoluer rapidement.

L'avenir, ce n'est pas « ce qu'était » un organisme; il est plutôt question de ce qu'il doit accomplir au sein de la société moderne.

Certains ont affirmé que la réaction que nécessitait la pandémie de la COVID-19 a littéralement compressé les changements technologiques qui, normalement, auraient pris une décennie à se produire… et qui sont survenus au cours de la dernière année. Cela est devenu une question de nécessité immédiate en plusieurs cas. Tout le monde doit s'adapter à des circonstances changeantes… même le MAAC.

À une certaine époque, le maintien de nos rapports avec autrui ne dépendait uniquement que sur des contacts entre personnes. Maintenant, nous jouissons d'autres méthodes de contact primaire et secondaire. Les outils que l'on connaît maintenant – ZOOM, Skype, Cisco, Go To Meeting, etc. – nous ont offert de meilleures occasions afin que davantage de personnes participent à une conversation.

Au moment d'écrire cette chronique, la toute première Assemblée générale annuelle (A.G.A.) du MAAC a eu lieu. Un rapport d'analyse a été soumis au conseil de direction et les préparatifs de celle de 2021 sont déjà en cours. Les leçons que nous avons apprises en décembre 2020 seront appliquées en 2021.

Les avantages d'une A.G.A. en mode numérique sont nombreux. Davantage de membres peuvent participer. Les coûts afférents sont moindres qu'en mode « en personne ». Et en cette ère de pandémie, nous avons éliminé la potentielle exposition au virus pendant les déplacements, les réunions et lors de l'hébergement à l'hôtel.

Je n'aime pas l'avouer mais la santé des directeurs ressemble à la mienne – nous ne sommes plus les petits jeunôts d'antan. Nous avons exhibé certaines caractéristiques en commun au cours de la dernière année avec les chiens de prairie : nous nous sommes retranchés en ne sortant la tête qu'occasionnellement et en observant l'actualité mondiale depuis notre domicile. Ensuite, on retrouve un avantage pour les personnes qui sont encore sur le marché du travail – ils n'ont pas à renoncer à du temps de vacances en famille afin de se rendre à nos réunions.

L'équipe qui a organisé la première A.G.A. numérique a effectué un travail du tonnerre malgré un échéancier très serré. Le prochain échéancier sera tout aussi serré afin de préparer l'A.G.A. de 2021.

Au nom des membres, je lance un énorme « merci » à ces organisateurs.

Les outils qui ont été mis au point en prévision de l'A.G.A. seront aussi employés afin de présenter les assemblées générales des diverses zones.

Chez plusieurs d'entre elles, le temps de voyagement peut nécessiter neuf heures de conduite – et même davantage – et cela, à condition que les routes soient en bon état! Pour plusieurs membres, leur participation peut inclure des dépenses supplémentaires (séjour à l'hôtel, dépenses de véhicule et repas sur la route). Pour bon nombre de modélistes, ils ne peuvent se payer ces dépenses.

Grâce à une rencontre numérique, nous avons déjà constaté que davantage de membres y participeront et voteront, compte tenu d'un mode de vote électronique.

MAINTENIR UNE BONNE ATTITUDE

Selon Google, on retrouve un minimum de 774 synonymes du mot « pessimiste », 46 pour le mot « optimiste » et 12 pour la combinaison désignant un « esprit obtu ». Comment cela peut-il être possible? Il y a une énorme différence entre devenir l'avocat du diable lors d'une discussion et la particularité d'être négatif au cours de toutes les discussions. Heureusement, la majorité des personnes que l'on rencontre au terrain de vol s'avère positif et mûe par l'espoir, des gens qui ne savent que trop bien que le monde évolue et que nous devons tous changer en conséquence.

Notre passe-temps et nos organismes se mettraient à mourir à petit feu sans ces personnes positives, des bénévoles qui contribuent de leur temps afin de mener à bien les projets. Votre attitude positive et l'espoir que vous nourrissez, voilà ce qui fournira de l'énergie aux autres. Je vous lève mon chapeau!

PRESIDENT'S MESSAGE

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CONTINUING CHANGE

We, as individuals or organizations, are at a crossroads every day. Nothing is static... change is always happening. Sometimes, change is subtle; other times, it is fast and jarring. How we adapt to the new realities, determines our place in the world.

There is a saying, that we as individuals are the sum of our wounds. Our accumulated life experiences shape our view of the world and our expectations. There are many reinforcing variables that make us, our organizations and communities, what we, or they are, today.

The rural-urban divide, the educational opportunities divide, the race divide, the access to good paying jobs divide, the access to good broadband divide, the access to health care divide, all shape the various generations' view of life and where they fit into it. It shapes our conversations and personal relationships. It is people that shape our organizations and communities.

Inertia can be both comforting and destructive. Resistance to change is the unwillingness to adapt to altered circumstances. Tradition is what our forefathers did. We are creating our own, ever-changing traditions.

The future is not about what an organization was; it is about what an organization needs to be doing in today's world.

It has been said that the responses to COVID-19 has compressed the technology changes that would have been implemented over the next ten years, into the past year. It became a matter of immediate necessity in most cases. Everyone needed to adapt to altered circumstances, even MAAC.

At one time, maintaining our relationships with others, solely depended on in-person contact. Now, we have the additional opportunities for primary and secondary contact. The tools known as ZOOM, Skype, Cisco, Go To Meeting etc., have provided greater opportunities for more people to participate in a conversation.

At the time of writing this report, MAAC's first-ever online digital Annual General Meeting (AGM) has taken place. A post-mortem analysis report was presented to the Board of Directors and the organizing of the digital 2021 Annual General Meeting is under way. The lessons learned from the December 2020 Annual General Meeting, are being implemented in the April 2021 AGM.

The advantages of holding a digital Annual General Meeting are many. More members can participate. The costs of holding a digital meeting are far less than an in-person meeting. And in the age of COVID-19, the potential exposure to the virus during travel, meetings, and while in the hotel were eliminated.

I hate to say it, but the health of many of the directors is the same as mine – we ain't spring chickens anymore. We have much in common with prairie dogs, for the past year: hunkered down, popping up occasionally and watching the world events from the safety of our home. Then, there is the advantage for the folks who are still in the work force – they don't have to give up family vacation time, to attend the meetings.

The team of folks who organized the first digital Annual General Meeting did an amazing job in an extremely tight time frame. They are again working in a tight time frame, to produce the April digital 2021 Annual General Meeting.

On behalf of all the members, a great big thank you goes out to the folks who organized the digital AGM.

The tools that have been developed for holding digital AGMs will be modified for holding digital Annual Zone Meetings (AZM).

In a number of zones, the driving time alone to attend a zone meeting can be nine hours, or more in some cases, if the roads are in perfect condition! For a number of members, attending a zone meeting can mean the expenses of hotel nights, vehicle expenses, and meals on the road. For most, this isn't going to happen.

With a digital meeting, we have already seen that more members will attend and participate, and more members will vote, if given an electronic ballot.

POSITIVE ATTITUDES

According to GOOGLE, there are a minimum of 774 synonyms for the word pessimistic and 46 for the word optimistic and 12 for the word combination closed-minded. How can that be right?? There is a big difference in being a devil's advocate, in a discussion than being negative, in all conversations. Fortunately, the majority of the folks that one meets at an airfield, are positive and hopeful folks, who realize that the world is changing and that we all need to change with it.

Our hobby and organizations would just wither away without the positive folks, who constantly pitch in to make things happen. Your positive attitude and hope energize others. My tip of the hat to you!

Online Annual General Meeting
Assemblée Générale annuelle, virtuelle
May 2, 2021 | 2 mai 2021

The 2020 MAAC AGM will be held as an online 'web based' meeting that will be accessible to members using a normal web browser. Live voting will require access to email and a second browser tab on the same computer.

L'AGA 2020 de MAAC se tiendra sous la forme d'une réunion virtuelle "hébergée sur le Web" qui sera accessible aux membres en utilisant un navigateur WEB normal. Le vote en direct nécessitera un accès au courrier électronique et à un deuxième onglet du navigateur sur le même ordinateur.

A VERON NEARLY FLEW - A MEMBER'S MEMORY

By Kevin Blaine | 75194.

The article 'A System of Guidance' article in Volume 51, Number 6, triggered some memories of my first and only encounter with the Vernon Deacon... and I'd like to share those memories.

Did you ever build a model that refused to fly no matter what you did to it? A model that steadfastly rejected any attempts to get aloft and left you completely bereft of ideas, frustrated and at a total loss on what to try/do next?

In 1963, or thereabouts, in Springburn, Glasgow, Scotland there was a footie pitch behind Ashfield Motors on the A830, across the road from the Spring Inn. One day I spied - from the ninth floor balcony of the flat we had been allocated by the Scottish Special Housing Corp. - a man, over on the footie pitch, apparently struggling with a largeish model aeroplane.

I heard the noise of a diesel engine first and zeroed in on the source like Colonel Steve Austin on steroids. That was enough. I was off... crossing the intervening gap of nine floors (a vertical descent of about 80-odd feet) and about 400 yards as the crow flies. Seconds later I asked him, (please permit the following vernacular)

"Huvvin a bit o' bother wi' yur plane mistur?".

"Naw sun, Ah canny get it tae go at aw!" was the man's disconsolate reply.

I saw then that it was a radio-jobbie but my wee mind was in turmoil because I recognized the design straight away as a PAA Load Free Flight model. Long hours pouring over every model catalogue and leaflet and magazine I could lay hands that on, gave up the recognition as that of it being a Veron Deacon... bigger brother of the Cardinal.

It, to me, at 52 inches span, was huge. This Deacon was covered in doped nylon in the classic colours usually attributed to it, red with black trim here and there.

The tranny was a MacGregor something or other and I remember it as a single channel/rudder only effort. A simple Elmic Conquest Escapement was rubber band-driven and when operated, the rudder slammed over one way or the next upon demand. I was impressed.

I seem to remember a Frog Diesel 2.5cc BB was employed and it gave the operator untold troubles to get it going and keep it running. Nevertheless, I watched him start it, lift it up and run a bit with the model then heave it into the air. It fell to earth like a lump of lead. This routine was repeated three or four times with mounting frustration and each time the result was the same. Back down with a thump.

The last time, it came down with a very hard thump and he broke his only 9x6 propeller. That more or less put paid to his efforts for the day... until I offered him a Frog 9x4 (or was it 8x6) I had found a couple of weeks earlier. He agreed.

I ran home to get it, and was back with him and the model fifteen seconds later and handing it over with a great degree of enthusiasm.

We then commenced to try everything I knew - which wasn't a whole helluvalot – but nothing worked.

Into wind, we tried.

Changing the longitudinal balance.

Added packing here and there... well basically everywhere we could.

Re-balanced it at the recommended point.

Checked the engine for correct side and downthrust.

Trimming glides.

Power off, power-on highspeed-dash launches.

Slow and measured heaves skyward through every angle down to the slightly below horizontal.

All were tried.

Result was...

Nothing.

Each unsuccessful attempt forestalled the next hopeful one by at least half to three quarters of an hour as a certain amount of cleaning was required to extract the hardpacked football pitch cinders from the engine bay area.

Hours went by and finally, the man's fuel supply was as exhausted as were both our remaining nerves. He gave in, packed up, handed me the prop back and went home. He was never seen again. Neither was his admittedly secondhand model he bought from a guy in a pub.

What struck me about it all was that it was a model that was designed to fly but just didn't want to.

Earlier, when I offered to hand-launch it, I put everything into it I had in trying to get it right, but it all availed us nothing. Except that I was struck by the weight and heft of the thing. It weighed a ton.

We discussed this at length and he said that if the balance was right and the wings were angled properly and at the time the engine appeared to be, was pulling, so it should have flown after a fashion.

Upbringing had trained me into not arguing with big people. On reflection, that engine should have and could have pulled a lot harder than it did and from memory it seemed to me to be going as flat out as it could but there seemed to be a great lack of oomph about it.

My last and final ridiculous suggestion was rejected out-of-hand. Before his fuel ran out, and before his departure, I brought up the idea that he should stay at the pitch and I would take the model and his fuel home and - on pre-arranged arm waivings - launch it with his engine running from the topmost fourteenth floor of where I lived.

He turned down my proposal. (Don't think he trusted me.)

Even now, still in my mind's eye that model remains steadfastly and is immovably stuck to terra-hostillis and emphatically, very firma and is yet glaring back at me hatefully through a fuel-soaked film of time and defiance.

Bl@@dy thing!

Nevertheless there was not to be a second chance to get the thing to fly and that has been bugging me for years. Did you ever wish for a time machine so you can go back and fix some things?

I got the plan for the Deacon from a contact in the U.K. recently so a new build is on the list of things-to-do-spike.

Since we can't go back and change what was, it will only be a psychological fix, to build one and get it to go just to see it fly.

EDITOR'S COLUMN

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I recall one time I was talking to a member about Model Aviation Canada magazine, and for some reason, he didn't connect that I was the publisher and editor. That became apparent in his reaction to my comment about the mag... which would have been hilarious in the right context.

"I know most people skim the magazine and maybe read something that interests them," I suggested. "But I read each issue of the magazine -- cover to cover -- probably five or six times."

The look on the member's face was one of either disbelief... or concern. It can sometimes be difficult to distinguish between those two. So, I clarified what I did for a living and that those several passes of reading were mostly before the presses started rolling.

The final read through happens when I get my copy in the mail, just as the members do. This is when I do a quality check on the image reproduction, the binding and other work done by the print shop and look for anything else that can be addressed or improved in the next issue.

FINDING MISTAKES

There is a stunning feature that is universal among printed materials and I haven't yet figured out how it works. Basically, when you get a final print copy of something -- in my case the latest and greatest MAC Mag -- it will naturally open up to the page with the most egregious typo or mistake that made it through the process.

Well, when I grabbed the most recent issue, the magazine opened to page 5, and the informal announcement of our upcoming Annual General Meeting.

It would appear that I completely blanked on checking the year on the date. Yup, for the English AGM you'll need dial up 2002 on the DeLorean while our francophone members only need to go back to last April.

Making things worse, for a number of reasons, we expect that the AGM will be postponed by a number of weeks, so now even the April 10 date is wrong. Once that has been sorted, you should expect an offical notice of meeting in your e-mail or letterbox.

SOME GOOD SHARING GOING ON

There is some fun content coming into the magazine these days. We're starting to see some great stories about our members, their passions, their ideas, and their models. These are the things that make the hobby what it is.

We're even starting to get 'reaction' pieces being submitted in response to what we have published. It is gratifying to see we are engaging members enough that they will make the effort to share their reactions and thoughts with us.

I think it is awesome, and opening each issue is becoming more and more enjoyable. That's all thanks to the members who are opening up and sharing their stories with us.

Like a finished model, somehow the printed magazine is becoming more than just the stories and columns it contains.

At least I think so.

CHRONIQUE DE L'ÉDITEUR

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Je me souviens d'un entretien que j'ai eu avec un membre au sujet de la revue Model Aviation Canada et pour une raison quelconque, il n'en a pas déduit que j'en étais l'éditeur. C'est vite devenu apparent avec sa réaction à mon propre commentaire... ce qui aurait été hilarant dans le bon contexte.

« Je sais que la plupart des modélistes feuillettent le magazine et que certains lisent quelque chose qui les intéressent particulièrement, ai-je suggéré. Mais je lis chaque numéro – d'une couverture à l'autre – probablement cinq ou six fois. »

L'expression sur le visage de mon interlocuteur était soit de l'incrédulité, soit de l'inquiétude. Il est parfois difficile de distinguer entre les deux émotions. Ensuite, j'ai précisé ce que je faisais comme gagne-pain et que cette lecture d'épreuve était nécessaire avant que ne se mettent à tourner les presses.

La dernière lecture se produit au moment où je reçois mon exemplaire par la poste, comme tous les membres de l'organisme. C'est alors que je procède au contrôle de la qualité de la reproduction de photos, de la reliure de la publication et des autres tâches qu'effectue l'imprimerie. Je cherche alors quelles autres caractéristiques peuvent être abordées différemment ou améliorées en prévision du prochain numéro.

TROUVER LES ERREURS

Une caractéristique, justement, se reproduit au sein de tous les documents imprimés et je n'en comprends pas encore le fonctionnement. En gros, lorsque vous recevez un exemplaire final imprimé de quelque chose – dans mon cas, le plus récent numéro de la revue – évidemment, la première page à s'ouvrir est celle où se trouve la coquille ou l'omission la plus frappante, celle-là même qui n'a pas été décelée auparavant.

Eh bien, lorsque j'ai ouvert le plus récent numéro, la revue s'est ouverte à la page 5, à l'annonce de l'Assemblée générale annuelle.

Il semblerait que j'ai complètement oublié de vérifier la date. Eh oui, l'annonce en anglais de l'A.G.A. vous faisait remonter le temps en 2002 à bord d'une DeLorean imaginaire tandis que nos membres francophones n'avaient qu'à retourner à avril dernier.

Pour compliquer les choses et pour de nombreuses raisons, nous nous attendons à ce que l'A.G.A. soit retardée de plusieurs semaines, si bien que même la date du 10 avril est dorénavant erronée. Une fois que celle-ci aura été réglée, vous pouvez vous attendre à ce qu'un avis de réunion vous soit envoyé par courriel ou par courriel traditionnel.

BEAU PARTAGE

La revue reçoit du contenu agréable, ces jours-ci. Nous commençons à apercevoir de très bonnes histoires au sujet de nos

suite à la page 22

Le 1er juin 2019, les lois régissant l'exploitation (le vol) de Systèmes aériens télépilotés (SATP ou en anglais, RPAS) au Canada ont été modifiées avec l'entrée en vigueur de la nouvelle Partie IX du Règlement de l'aviation canadien (RAC). Les maquettes conventionnelles d'aéronef – les multimoteurs et drones aussi – sont maintenant tous définis comme étant des Systèmes aériens télépilotés (SATP), peu importe si leur propriétaire les pilote à des fins commerciales ou par simple loisir. Parallèlement, Transports Canada a accordé une exemption au MAAC et à ses membres à l'intérieur de la Partie IX, une exemption qui est sujette aux conditions énumérées plus bas.

Maintenant que la Partie IX a force de loi, il y a deux options afin de pouvoir piloter des SATP de plus de 250 grammes; vous faites évoluer votre maquette sous l'égide de la Partie IX ou vous la faites évoluer en vertu de l'exemption qui a été accordée au MAAC et devez observer les règlements de notre organisme. Vous appliquez un ensemble de ces conditions ou l'autre… pas les deux.

Voici un tableau comparatif des conditions de vol : à titre de membre du MAAC qui observe l'exemption de Canada ou à titre de personne qui observe la Partie IX des règlements de Transports Canada.

LES PÉNALITÉS

MAAC

Le MAAC fait respecter ses règlements. Les membres doivent être en règle et observer tous les règlements du MAAC – toute enfreinte entraîne la perte de son adhésion.

Les clubs/membres qui, intentionnellement, ne suivent pas les règlements du MAAC font évoluer leur maquette à l'extérieur du cadre de l'exemption et sont assujettis à des mesures d'application/pénalités de la Partie IX.

Le MAAC et ses membres doivent observer les conditions de l'exemption et s'assurer qu'ils mènent des « opérations sécuritaires » sans quoi ils peuvent carrément perdre l'exemption

PARTIE IX

Les règlements de la Partie IX sont appliqués par la GRC et les contrevenants s'exposent à de « sérieuses pénalités ».

Des amendes pouvant atteindre 5 000 $ sont possibles si on ne détient pas un certificat de pilote de SATP; ne pas avoir enregistré un SATP; ou avoir volé où ce n'est pas permis.

Un incident lors du défilé de victoire des Raptors de Toronto en 2019 a mené à des amendes de 2 750 $ pour ne pas avoir eu de certificat de pilote, avoir été en possession d'un SATP non enregistré (inscrit), pour l'avoir fait évoluer sans autorisation et au-dessus de personnes.

FORMATION ET CERTIFICATION DES PILOTES DE SATP

Tous les membres du MAAC, avant décembre 2018, sont réputés être qualifiés.

La formation des pilotes est offerte par le biais des clubs qui s'occuper de former leurs membres.

Grâce à la directive MSD-25, le MAAC a établi des normes minimales d'aptitude de pilotage et de mise à l'essai (test). Il s'agit d'un test de connaissances du Code de sécurité du MAAC et des règlements, des problématiques d'espace aérien et d'aérodromes ainsi que d'une démonstration de base de pilotage grâce à votre type préféré de machine volante (décollage, vol et atterrissage, tous de façon contrôlée) en un endroit approprié.

Un opérateur de SATP doit détenir soit un certificat de base, soit un certificat avancé qu'il se sera procuré (à certains frais) chez Transports Canada. Il est de la responsabilité du/de la pilote de trouver et de recevoir sa formation à ses frais.

Transports Canada fixe les exigences et normes de test.

Pour le certificat de base :

Test en ligne et restrictions au moment de mener des opérations.

Pour le certificat avancé :

Test de connaissances et pratique et restrictions au moment de mener des opérations.

Des frais sont requis.

ASSURANCE

À titre de bénéfice aux membres, le MAAC fournit l'assurance aux membres et aux propriétaires terriens où se trouvent les clubs.

Le/la pilote doit trouver et payer ses propres assurances.

OÙ ON PEUT VOLER

Les membres du MAAC doivent avoir l'autorisation du/de la propriétaire terrien et faire évoluer les maquettes conformé-ment à son Code de sécurité. Aucune restriction convenue d'avance (blanket) sur l'altitude.

Les opérations près d'aérodromes nécessitent le respect de protocoles de sécurité supplémentaires qu'a conçus le MAAC.

Sous l'égide du Code de sécurité du MAAC et de l'exemption, les vols ne sont pas autorisés au-dessus de personnes, véhicules ou de propriété personnelle ou en un lieu ou d'une façon qui soit – ou pourrait être – dangereuse pour les aéro-nefs à l'échelle réelle.

Les membres et clubs du MAAC peuvent faire évoluer (des SATP) dans de l'espace contrôlé avec l'autorisation de l'agence concernée. Des autorisations spéciales (uniques) et continues peuvent être auto-risées. Aucune restriction convenue d'avance (blanket) sur l'altitude.

Opérations de base: L'opération n'est autorisée que dans un espace non contrôlé. Les SATP doivent demeurer sous les 400 pieds (AGL) et à un minimum de 3 milles nautiques d'un aérodrome et à 1 mille nautique d'un hé-liport. Une séparation minimale de 30 mètres (à l'horizontale) doit être respectée entre pilote et autres personnes.

Opérations avancées: Les détenteurs.trices d'un certificat d'opérations avancées jouissent de privi-lèges supplémentaires et peuvent faire évoluer leur SATP dans un espace aérien contrôlé, sujet à approbation. L'autorisation est requise pour chaque vol. L'opération est normalement limitée à 400 pieds (AGL).

ENREGISTREMENT ET MARQUES D'IDENTIFICATION

Le numéro de membre MAAC et coordonnées doivent se trouver dans le SATP.

Aucun enregistrement (inscription) requis auprès de Transports Canada.

Tous les utilisateurs doivent enregistrer chaque SATP auprès de Transports Canada (à certains frais $) et apposer leur numéro d'enregistrement sur le SATP.

PRÉVOL, OPÉRATION ET RAPPORT D'INCIDENT

Pilotage conformément aux règlements et lignes directrices de sécurité du MAAC.

Les SATP peuvent peser jusqu'à 35 kg.

Opération selon une ligne de vision, seu-lement (en anglais, visual line of sight). Le vol par immersion (en anglais, FPV) est autorisé avec observateur (spotter) de sorte à maintenir une ligne de vision avec le SATP.

Fourniture de rapports d'incidents con-formément au Code de sécurité du MAAC.

Carnets de vol obligatoires, pour pilote et pour SATP.

Poids autorisé des SATP : entre 250 grammes et 25 kilogrammes. Toute opération de SATP plus gros ou à des évènements publics nécessite une autorisation spéciale.

Incidents assujettis à une enquête formelle de Transports Canada et à des sanctions (amendes) en vertu des règlements

RÈGLEMENTS ET PROCÉDURES, À L'AVENIR

Le MAAC examine et met à jour le Code de sécurité et les documents des politiques, au besoin.

Si Transports Canada estime que le MAAC et ses membres n'observent pas les conditions de l'exemption accordée, (le ministère) peut la retirer, et ce, sans avis.

Le MAAC a réussi à obtenir l'exemption grâce à la bonne feuille de route en matière de sécurité qu'ont toujours eue les membres.

Transports Canada a lancé un appel afin de récolter les propositions d'une prochaine version des règlements de la Partie IX… Ce n'est pas encore terminé.

SAFETY ADVISORY GROUP / COMITÉ DE LA SÉCURITÉ

On June 1st, 2019 the laws under which Canadians can legally operate remotely piloted aircraft systems (RPAS) in Canada changed with the new Part IX of the Canadian Aviation Regulations (CARs). Conventional model aircraft, along with quads and drones, are now all defined as remotely piloted aircraft systems (RPAS), regardless if flown for profit or recreation. At the same time, Transport Canada provided MAAC and its members an exemption to the new PART IX rules subject to the conditions listed in the exemption document.

With Part IX enacted, there are two legal options for flying RPAS weighing over 250 grams; fly under Part IX rules or fly under the MAAC Exemption using MAAC rules. It's one or the other, not both.

Here is a comparison between flying as a MAAC member under the Exemption granted by Transport Canada and flying as an individual under the Transport Canada PART IX rules.

MAAC	PENALTIES FOR NOT COMPLYING	PART IX
MAAC rules are enforced by MAAC first. Members must be in good standing and follow all MAAC rules violations may result in lost membership. Clubs/members intentionally not following MAAC rules are operating outside the exemption and are subject to enforcement/penalties of Part IX MAAC and its members must follow the conditions in the Exemption and ensure 'safe operations' or risk losing the Exemption altogether.		PART IX laws enforced by RCMP with "serious penalties" for offenders. Fines of up to $5,000 are possible for not having an RPAS pilot certificate, not registering an RPAS, or flying where not allowed. An incident at the Raptors victory parade in Toronto in 2019 attracted a total of $2,750 in fines for not having a pilot certificate, having an unregistered RPAS, no permission to fly there, and flying over people.
	RPAS PILOT TRAINING AND CERTIFICATION	
All MAAC members who were members as of December 2018 are deemed to be qualified. Pilot training is provided through clubs who provide training to their members. MAAC, in MSD25, has established the minimum standards for pilot competency and testing. This is a knowledge test of the MAAC Safety Code and rules, airspace and aerodrome issues, and a basic flying demonstration that you can get whatever is your preferred type of flying machine off the ground, fly it around, and land it in a controlled fashion in the appropriate area.		An RPAS operator must have either Basic or Advanced operator's certificate obtained for a fee from Transport Canada. It is up to the prospective pilot to find and obtain training at his/her own expense. Testing requirements and standards are set by Transport Canada. Basic: Online test with restrictions on operations. Advanced: Knowledge and practical test with restrictions on operations. Fees are required.
	INSURANCE	
Insurance is provided to members and club landlords through MAAC as a member benefit.		Sourced by the pilot at his/her own expense.
	WHERE ALLOWED TO FLY	
MAAC: Members must have landowner permission and operate within the Safety Code. There is no blanket altitude restriction. Operation near aerodromes requires adherence to additional MAACdeveloped safety protocols. Under the MAAC Safety Code and Exemption, flying is not allowed over people, vehicles or property or at a location or in a manner that is or is likely to be hazardous to fullscale aircraft. MAAC members and clubs can fly in controlled airspace with permission from the controlling agency. Onetime and ongoing authorizations are allowed There are no blanket altitude restrictions.		Basic Operation only permitted in uncontrolled airspace. Must remain below 400' AGL and a minimum of 3 nautical miles from an aerodrome and 1 nautical mile from a heliport. A minimum separation of 30 metres (horizontal distance) must be maintained from any bystanders. Advanced certificate holders have additional privileges and can operate in controlled airspace, subject to approvals. Permission required for each flight. Operation is normally restricted to below 400' AGL.
	REGISTRATION AND MARKINGS	
MAAC number and contact information inside the RPAS. No Transport Canada registration required.		All users must register each RPAS with TC for a fee and display the registration number on the RPAS.
	PRE-FLIGHT, OPERATION AND INCIDENT REPORTING	
Fly according to MAAC rules and safety guidelines. RPAS weighing up to 35 kg. Visual line of sight operation, only. FPV is allowed with a spotter to maintain line of sight contact with the RPAS. Provide incident reports according to the MAAC Safety Code.		Maintain logs for pilot and RPAS. 250 grams to 25 kg RPAS. Operation of larger RPAS or at public events requires special permission. Subject to formal Transport Canada investigation and regulatory enforcement (fines).
	FUTURE RULES AND PROCEDURES	
MAAC reviews and updates Safety Code and policy documents as needed. If Transport Canada feels that MAAC and its members are not complying with the conditions in the Exemption, it can be revoked any time without notice. MAAC was able to obtain the Exemption based on the safety record demonstrated by members in the past.		Transport Canada has put out a call for proposals for the next version of PART IX regulations... They are not done with this, yet.

COMITÉ DE L'A.G.A. NUMÉRIQUE

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En décembre 2020, le MAAC a organisé sa toute première Assemblée générale annuelle (A.G.A.) en format entièrement numérique. Il y a tout juste un an, il avait été question d'une forme de participation virtuelle pour les membres du MAAC mais cela n'avait pas réellement abouti. Mais à mesure qu'arrivaient les restrictions sur les déplacements et les rassemblements – elles sont encore en vigueur – une réunion virtuelle est devenue une nécessité.

LE COMITÉ

Le conseil de direction du MAAC a créé un comité formé des personnes suivantes : moi-même, Adam Maas (directeur de la zone L), Mike Anderson (directeur de la zone G), Geoff Strotmann (ancien directeur de la zone G), Randy Heppner (directeur de la zone D), Keith Bennett (président du comité consultatif de la charte) ainsi que Keith Morison (consultant en communications).

Le groupe apportait à la table une vaste gamme de points de vue, chaque membre ayant une aptitude spécifique. Nous avons bien travaillé ensemble et nous avons abattu une importante charge de travail en peu de temps.

LES RÉSULTATS

Vous m'excuserez de sauter à la conclusion mais je crois que la « participation » électronique vaut qu'on s'y attarde. Historiquement, les membres qui participent activement à l'A.G.A. se comptaient sous la barre de la centaine. Cela comprenait les membres qui participaient en personne ou qui avaient soumis des votes – ouverts ou par procuration.

Notre première A.G.A. a vu 883 membres inscrire leur vote par vote fermé avant même son déroulement; 110 membres ont accordé leur vote à d'autres représentants par vote de procuration; 55 membres ont voté en temps réel pendant la réunion. Quelque 160 membres ont participé à la webdiffusion et plusieurs d'entre eux avaient déjà voté.

Comme mentionné plus haut, ces données sont bien au-delà de la participation typique. À preuve, le quorum – le nombre de membres nécessaire pour que la réunion soit valide – s'est établi à 476 pour cette A.G.A. et nous avons compté le double, sans même compter les votes entre les mains des membres du conseil de direction.

Bien que cette réunion ait donné lieu à de la discussion sur des points controversés – ce qui a probablement gonflé la participation – nous croyons que l'aisance de participation par voie électronique signifie que nous recevrons davantage de rétroaction à l'avenir de la part des membres… C'est une bonne chose.

FORMAT PAPIER

Bien que nos statuts et règlements nous autorisent à envoyer les avis d'A.G.A. par voie électronique, il nous manque les adresses courriel de presque 7 % de nos membres. Cela signifie que nous avons été obligés d'envoyer 646 avis de papier à ces membres par courrier ordinaire, au coût de 2 560 $. Cette campagne d'envois a engendré cinq réponses.

Un total de 12 formulaires de vote par procuration ouvert ou fermé ont été envoyés directement au siège du MAAC; certains dupliquaient les soumissions électroniques.

L'une des choses que vous pouvez faire afin d'aider le MAAC, c'est du vous assurer que nous avons votre adresse courriel valide. Cela augmentera la communication entre nous et vous et nous épargnera de l'argent (au lieu des frais de poste). Vous pouvez mettre à jour vos renseignements en ouvrant une session en ligne sur la page Web du MAAC. Vous pourrez ensuite cliquer « Mon compte » (My Account) dans le coin supérieur droit, ce qui dévoilera vos renseignements de membre et vos préférences. Dans cette fenêtre, vous n'aurez qu'à cliquer sur « Modifier mon compte » (Edit my Account) et à procéder à vos modifications »

PRODUCTION PROFESSIONNELLE

Lorsqu'il a d'abord été question d'une A.G.A. virtuelle, certaines personnes ont suggéré que nous aurions pu procéder pour moins cher à l'aide de Zoom ou d'un autre outil de visioconférence. Nous l'avons considéré mais nous avons ensuite opté pour un service professionnel.

La principale raison : nous ne savions pas si nous allions accueillir 20, 200 ou 2 000 personnes au sein de la réunion virtuelle. De plus, nous n'étions pas à l'aise de gérer un tel évènement pour la première fois.

Après coup, nous sommes convaincus que c'était la bonne décision pour cette première tentative… et à l'avenir. Ce recours à un service professionnel a permis aux présentateurs de se concentrer sur la tâche à accomplir pour les membres tandis que d'autres personnes s'occupaient de la technologie.

COÛTS

Le Comité de l'A.G.A. virtuelle avait d'abord estimé le coût de production de la réunion à 15 000 $ mais nous avons réussi ce tour de force moyennant 9 563 $. Bien que ça soit dispendieux, c'est tout de même une fraction des 35 000 à 40 000 $ qu'il en coûtait afin de présenter une fin de semaine entière en un quelconque lieu géographique.

Ces économies ont quand même entraîné des coûts moins tangibles.

Les visioconférences signifient que le conseil de direction n'a pas l'occasion de procéder à une rencontre face à face à la table des discussions et pendant les repas. Cette interaction personnelle – officielle et sociale – constitue une partie importante de cohésion et de travail d'équipe, ce qu'on ne peut pas minimiser.

La réunion virtuelle a aussi empêché le conseil de direction d'interagir directement avec les membres partout au pays. Historiquement, l'A.G.A. se déplace à l'échelle du Canada afin d'interagir avec autant de membres que possible, et ce, en autant de lieux que possible.

Finalement, notre première visioconférence de l'A.G.A. n'a été possible qu'en y injectant d'innombrables heures, autant de courriels et quantité de réunions de la part des membres du Comité. Nous sommes en train d'identifier des façons d'automatiser – autant que possible – le processus, en plus de créer des gabarits qui serviront à reprendre les documents qui se répètent à chaque fois.

NOUS RETENONS LA LEÇON

Le Comité a fonctionné selon un

suite à la page 11

DIGITAL AGM COMMITTEE

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This past December, MAAC held its first completely virtual Annual General Meeting. Just a year ago, the idea of virtual participation for members at an AGM had been talked about, but never seriously looked at. But as travel and gathering restrictions came, and stayed, a virtual meeting became a necessity.

THE COMMITTEE

The Board of Directors struck a committee of myself (Adam Maas, Zone L Director), Mike Anderson (Zone G Director), Geoff Strotmann (past Zone G Director), Randy Heppner (Zone D Director), Keith Bennett (Constitution AG Chair), and Keith Morison (Communications Consultant.)

The group brought together a wide range of perspectives, with each member bringing a needed skill set to the task at hand. We worked well together and tackled a large job in a short amount of time.

THE RESULTS

Excuse me for skipping to the end, but I think the electronic 'turn-out' is something worth shining a light on. Historically, the members who have actively participated in the AGM process can be measured in (low) double digits. That would include the members who show up at the AGM in person or who have submitted either an open or closed proxy form.

Our first virtual AGM had 883 members registering their votes by closed proxy ahead of time, 110 members gave their vote to others by open proxy, and 55 members voted live during the meeting. 160 members attended the live webcast of the meeting, many of whom had already voted.

As mentioned above, this is far above the typical participation at our annual general meetings. As a good measure, the quorum -- the number of members needed for the meeting to be valid -- for this AGM was 476 and we had double that number represented without counting the votes carried by the Board of Directors.

While this meeting dealt with some controversial items -- which may have artificially inflated member involvement -- we think the ease of electronic participation means that we will see more feedback from the members on an ongoing basis, which can only be a good thing.

PAPER PARTICIPATION

While our by-laws allow us to send AGM notices electronically, we don't have valid e-mail addresses for nearly seven percent of the members. That means that we ended up sending out 646 paper notices to these members by letter mail, at a cost of $2,560. These notices brought us five responses.

A total of 12 open or closed proxy forms were sent directly to the MAAC office, some of which were duplicates of electronic submissions.

One of the things you can do to help MAAC is to ensure that we have a valid e-mail address on hand for you. This will both increase the amount of communication the Association has with you and will save us money in the long run. You can update your information by signing into your member account on the MAAC webpage, which will open your member dashboard. Then clicking "My Account" [Mon compte] on the top right of the window will open up your member information and preferences. In that window, click on 'Edit my account' [Modifier mon compte] to make changes.

PROFESSIONAL PRODUCTION

When the idea was first floated for a virtual AGM, there were some suggestions that this could have been done inexpensively using Zoom or some other virtual meeting tool. This was given due consideration, but eventually discounted in favour of using a professional online meeting service.

The main reason for this decision was not knowing if we'd have 20, 200, or 2,000 people in the meeting, as well as not being fully comfortable with managing an event of this type for the first time.

In hindsight, this was clearly the right decision, not only for the first attempt, but also going forward. The use of a professional service allowed the presenters to focus on what they needed to do for the members while the technology was being managed by others.

COSTS

The virtual AGM committee first estimated the cost at $15,000 to produce the meeting, but managed to come in at $9,563. While that isn't cheap, it is also a fraction of the $35,000 to $40,000 typically budgeted for the AGM weekend.

Those savings come with some other less tangible costs.

Virtual meetings mean that the Board of Directors don't have the opportunity for a face-to-face meeting around the board and dinner table. This personal interaction, both official and social, is an important part of team building and working together that shouldn't be undervalued.

The virtual AGM also kept the Board from having direct interaction with members across the country. Historically, the AGM moves across the country so that the association can interact with as many members, in as many locations as possible.

Finally, the first virtual AGM was only possible with countless hours, e-mails, and meetings put in by the members of the Committee. We are identifying ways we can automate the process as much as possible in the future as well as creating templates for recurring documents.

LESSONS LEARNED

The Committee had a tight timeline to work with, so we used the tools we were familiar with at some level or another. While the meeting was successful, there were a lot of learning experiences through the process.

The Committee has taken a hard look at these lessons and is working to implement changes for the 2021 AGM, which will also be virtual only.

Comité de l'A.G.A. *suite de la page 10*

échéancier très serré, si bien que nous avons utilisé les outils que nous connaissions. Bien que la réunion ait été couronnée de succès, nous avons beaucoup appris en cours de route.

Le Comité a examiné de très près ce qu'il a appris et travaille activement à apporter des modifications en prévision de l'A.G.A. de 2021. Celle-ci se déroulera aussi en format virtuel.

MAAC STAMP CONTEST

MAAC STAMP CONTEST: The grand winner of the MAAC stamp contest is nine year-old Liam Payne of Saskatoon, Saskatchewan. Liam is also a junior member of MAAC and is already flying R/C airplanes. His drawing will be forwarded to Canada Post for their consideration on issuing a commemorative stamp in 2024 for the 75th anniversary of MAAC.

CONCOURS POSTAL DU MAAC: Le grand gagnant du concours postal du MAAC est Liam Payne, âgé de 9 ans, de Saskatoon (Saskatchewan). Liam est aussi un membre cadet (junior) du MAAC et pilote déjà des maquettes télécommandées. Son dessin sera envoyé à Postes Canada pour considération future en prévision du 75e anniversaire du MAAC, en 2024. Félicitations, Liam.

Délégation CIAM (FAI) *suite de la page 13*

en mesure de participer à sa réunion respective de sous-comité.

Toutes les réunions se sont bien déroulées… Les rencontres virtuelles, c'était du nouveau pour certaines personnes, mais je crois que tout le monde s'y est adapté.

L'un des points de discussion qui a été présenté au chapitre des évènements de catégorie 1, ce sont que les avis comportent à la fois une date d'inscription et une date à partir de laquelle les organisateurs sont forcés de les annuler ou de les reporter à plus tard.

Une fois de plus, la réunion de 2021 revêtira un format virtuel. La date n'a pas été dévoilée mais d'après ce que je comprends, elle se déroulera au moment habituel, vers le mois d'avril. Je fournirai les renseignements connexes le plus tôt possible afin que le président du comité du MAAC puisse y participer.

MODIFICATIONS AUX RÈGLEMENTS

L'une des modifications qui affectera les concurrents, c'est ce qui s'en vient en 2022 :

SC4 Vol CIAM – règlements généraux 18

C.11 MARQUES D'IDENTIFICATION

C.11.1 Catégorie F – Maquettes d'avion

a) Les maquettes d'avion – à l'exception du vol libre intérieur et des copies volantes (scale) devront comporter :

i) La marque nationale d'identification, suivi du numéro d'identification propre à la FAI. Les lettres et chiffres doivent avoir une hauteur d'au moins 25 mm et paraître au moins une fois sur chaque maquette (sur l'extrados, c'est-à-dire le dessus d'une aile pour les maquettes de vol libre).

Remarque : on peut télécharger la liste des marques d'identification nationales (3 lettres par pays) depuis la section « Documents » du site Web de la CIAM, au http://www.fai.org/ciam-documents.

Remarque : Cette obligation d'afficher les numéros d'identification de la FAI entre en vigueur en 2022.

CIAM DELEGATE (FAI)

Harry Ells - 21034L
Committee Chair
905-342-2128 | harryells@gmail.com

Before I get into my report, I would like to thank the large majority of MAAC members who voted to have our affiliation with the Aero Club of Canada remain in our constitution. I think most feel it is important for a national organization to participate with the hobby with the rest of the world.

CIAM PLENARY REPORT 2020

The plenary meeting was originally scheduled to take place April 2-4, 2020. With the onslaught of COVID-19, I started checking daily reports of positive tests. I think Switzerland had about ten the first time I checked and then, numbers rapidly increased.

The meeting was officially postponed and I no longer had to worry about making a personal decision to travel. At this same time, many Category 1 events were being postponed or cancelled.

When a Category 1 event (World Championship) is awarded, a contract is signed between FAI and the organizer. The problem was that a worldwide pandemic was never considered in these contracts. It was suggested that events be postponed but it was up to the organizers to decide and their decision then to be approved by FAI.

In light of the pandemic and the travel restrictions, the CIAM bureau decided to hold a virtual meeting. The meeting was scheduled to take place over several weekends to prevent an overlap for attendees.

The sub-committee meetings ran from October 10 to October 24, while the Plenary meeting was held November 14th. Most meetings were started at 7:00 a.m. my time, thankfully.

The virtual meetings were also an opportunity for others who normally would not attend, to do so. At least one other MAAC committee chairman was able to attend their category sub-committee meeting.

All meetings went pretty well, virtual meetings were new for some, but I think everyone adapted.

One of the items that has come forward for the Category 1 events is that the announcements have dates listed for registrations as well as a date for the organizers to cancel or postpone these events.

This year's meeting will again be virtual. The date has not been released as yet, but I understand it will be around the normal time in April. I will provide information as soon as possible so that MAAC committee chairman will be able to attend.

RULE CHANGES

One of the rule changes that will affect competitors is as follows, please the note that in comes into effect for 2022.

SC4 Vol CIAM General Rules 18

C.11 IDENTIFICATION MARKS

C.11.1 Class F - Model Aircraft

a) Model aircraft, except for Indoor Free Flight and Scale, shall carry:

i) The national identification mark followed by the FAI Unique ID number. The letters and numbers must be at least 25 mm high and appear at least once on each model (on the upper surface of a wing for Free Flight models).

Note: The list of the national identification marks (3 letters per country) is downloadable from "Documents" section of the CIAM website http://www.fai.org/ciam-documents.

Note: The mandatory carrying of the FAI ID number shall commence in 2022.

DÉLÉGATION CIAM (FAI)

Harry Ells - 21034L
Chef de Comité
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Avant que je n'entame mon rapport, j'aimerais féliciter la majorité des membres du MAAC qui ont voté en faveur de maintenir – au sein de notre charte – notre affiliation à l'Aéro Club du Canada. Je crois que la plupart des modélistes sont d'avis qu'il importe qu'un organisme national participe à notre passe-temps en compagnie du reste du monde.

COMITÉ PLÉNIER CIAM -- RAPPORT 2020

La réunion plénière était prévue à l'origine du 2 au 4 avril 2020. Lorsque la pandémie de la COVID-19 a déferlé, j'ai commencé à vérifier les rapports quotidiens des tests positifs. Je crois que le nombre de cas en Suisse n'était que de 10 la première fois que j'ai vérifié; par la suite, ce chiffre a grimpé.

La réunion du comité plénier a été officiellement remise, si bien que je n'avais plus à décider si je devais voyager. Au même moment, plusieurs évènements de catégorie 1 ont été remis à plus tard ou même annulés.

Lorsqu'un évènement de catégorie 1 (un championnat mondial) est accordé à des organisateurs, un contrat est alors signé entre la Fédération aéronautique internationale (FAI) et ces derniers. Le problème : une pandémie mondiale ne figurait sur la liste des paramètres à considérer dans de tels contrats. Certains ont suggéré que les évènements soient remis à plus tard mais il était du recours des organisateurs d'en décider ainsi; leur décision devait ensuite être entérinée chez la FAI.

Compte tenu de la pandémie et des restrictions de voyage afférentes, le bureau de la CIAM a décidé d'organiser une réunion virtuelle. Celle-ci était prévue de façon à se dérouler sur quelques fins de semaine afin d'éviter la répétition pour les participants.

Les réunions du sous-comité se sont déroulées entre les 10 et 24 octobre tandis que celle du comité plénier a eu lieu le 14 novembre 2020. La plupart de ces rencontres débutaient à 7 heures (du matin, mon heure)... heureusement.

Ces réunions virtuelles offraient aussi l'occasion à d'autres représentants – ceux pour qui c'était normalement impossible – d'être de la partie. Au moins un autre président de comité du MAAC a été

suite à la page 12

ALBERTA (A)

Leduc Alberta Radio Control Society's flying site. /. Le terrain de vol de la Leduc Alberta Radio Control Society.

Roger Ganley - 6426
Directeur de zone
780.986.9230 | zd-a@maac.ca

LA PANDÉMIE

L'année 2020 a été troublante en raison de la COVID-19. L'un des résultats, c'est que plusieurs membres du MAAC pourraient ne pas être en mesure – ni vouloir – se rendre à leur terrain de vol afin de s'adonner à notre merveilleux passe-temps. Et qui sait à quel moment nous reviendrons à un semblant de vie normale?

ENVOI DE COURRIEL

Puisque j'ai reçu plusieurs questions relativement à la réaction du MAAC en présence de la pandémie, j'ai décidé d'envoyer un courriel de masse aux 1 302 membres du MAAC qui habitent la zone A. La rétroaction était telle qu'il m'a fallu en envoyer deux auters.

Ceux que j'ai reçus se voulaient surtout encourageants et positifs mais j'en ai aussi reçu certains qui étaient étonnamment négatifs. L'auteur de l'un d'entre eux a réclamé que je n'utilise pas « Messieurs » au début. Cette personne insistait pour que je ne conclue pas tout de go que tous les membres de cette zone étaient des hommes. Ma réponse : que serait une meilleure formulation pour un tel courriel?

Quelques membres m'ont informé qu'ils feraient bien ce qu'ils veulent et que personne ne pourrait les en empêcher. Deux membres m'ont aussi demandé à quel moment leur adhésion au MAAC prenait fin. Je ne m'attendais pas à ça.

Heureusement, un seul courriel formulait une menace voilée. Après une longue conversation téléphonique, nous avons échangé nos adresses postales de sorte à ce que nous puissions nous envoyer des cartes de Noël.

TERRAINS DÉSERTS

Vous avez sans doute remarqué que ces photos n'incluent ni pilote ni maquettes. (Les modélistes appartenant au Club Ponoka pourraient ne pas se servir de leur terrain de vol, je ne sais pas précisément.) Certains clubs ont décidé de simplement cesser leurs activités au terrain tandis que d'autres voient leurs membres voler en bien plus petits nombres. Je vous jure que nous allons célébrer lorsque la vie reprendra son cours normal… ou presque. Je ne sais pas comment vous occupez votre temps mais personnellement, je retourne à mon atelier!

Four Star 120, built by Bob Smyth #2007 of the Chinook Winds R/C Club (Calgary). 80-inch wingspan, 10 pounds, powered by a DLE 20. / Bob Smyth (MAAC 2007) du Chinook Winds Club (Calgary) a construit ce Four Star 120 (du fabricant SIG). Envergure de 80 pouces, poids de 10 livres, mû par un DLE 20. PHOTO: Bob Smyth

ALBERTA (A)

Tofield Miniature Aircraft Association's flying site. / Le terrain de vol de la Tofield Miniature Aircraft Association. Photo by Roger Ganley

Roger Ganley - 6426
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COVID-19 PANDEMIC

2020 has been a very troubling year due to the COVID-19 pandemic. One of the results of that sad fact is that many MAAC members may not be able to or may not want to drive out to their flying site to enjoy this wonderful hobby. When we will get back to some sort of normalcy is anyone's guess.

MASS E-MAIL BLAST

After receiving many questions regarding MAAC's response to the COVID-19 pandemic, I decided to send a mass E-mail Blast to the 1,302 MAAC members residing in Zone A. The resulting feedback required the sending of another two mass e-mails.

The e-mails I received back were mostly of an encouraging and positive nature, however there were some surprisingly negative ones. One I received requested that I not begin the e-mail with the introduction "Dear Gentlemen". The member quite emphatically stated that I should not assume that all MAAC members of this zone are male in gender. My reply was a request as to what they thought would qualify as a more respectful greeting to an e-mail.

A few members informed me that they would do whatever they wanted to do and that no one could stop them. Two members asked me when their MAAC memberships were due to expire. I didn't expect that.

Fortunately, only one veiled threat was received. After a lengthy phone call, we were exchanging our mailing addresses so we could send each other Christmas cards.

Ponoka Radio Control Flyers Association's flying site. / Le terrain de vol de la Ponoka Radio Conrol Flyers Association.

DESERTED FLYING FIELDS

No doubt you will have noticed that there are no pilots and their models in any of the three photos of the flying sites. (The Ponoka flyers may not use their flying site in the winter, I do not know). Some clubs have decided to just cease flying at their flying field, others have continued to fly but with drastically reduced numbers. It will be a time to celebrate when life gets back to normal or at least something that resembles it. I don't know about you, but it's time to get back into the workshop!

ATLANTIQUE (B)

Cato Hansen - 61451 L
Directeur de zone
zd-b@maac.ca

Bonjour, tout le monde.

J'espère que vous allez bien malgré ces temps difficiles de pandémie; au moins, ici dans les Maritimes, nous nous nous débrouillons bien, compte tenu de ce qui se passe ailleurs au pays.

S'il y a un côté positif, c'est que cela nous procure davantage de temps dans l'atelier. Comme l'a dit mon ami Jim : « Nous les modélistes, nous sommes habitués de nous isoler et nous raffolons de rester des journées entières dans l'atelier. »

L'un des tâches les plus ingrates d'un directeur de zone, c'est de trouver quelque chose d'intéressant à raconter au sujet de la zone et cette fois, j'ai eu la chance de me faire offrir un compte-rendu de la part du président du Club MAST de Truro (Nouvelle-Écosse), Christian Platt, au sujet de l'un des membres qui se rend toujours disponible et qui est toujours disposé à aider. Je partage derechef!

CHARLES SPARROW, DU CLUB MAST

par Christian Pratt

"Je lance une série d'entrevues de quelques membres de la Miniature Aircraft Society of Truro (MAST). Ce club, qui s'appelait à l'origine le Cobequid Radio Control Club, est affilié au MAAC depuis le mois de mai 1978. Le terrain de vol – terrain George Lacey – est situé à Truro.

« Bien que ce terrain soit merveilleux, il n'existerait pas, n'eût été des membres. J'ai pensé qu'il serait chouette de partager leur vécu.

« Charles Sparrow est né en 1937 à Welwyn Garden City (Royaume-Uni). Sa femme Maureen, leur chien Golden La Brie et lui habitent Bible Hill (ici, en Nouvelle-Écosse) depuis 2011, après leur arrivée de Winnipeg (Manitoba).

« Charles jouit de plusieurs façons de se détendre : il entreprend de grandes marches avec Brie, il se penche sur ses trains miniatures ou exécute un projet d'usinage grâce à sa machine. Son passe-temps préféré demeure cependant le pilotage de ses avions réduits.

« Il œuvre au sein du passe-temps depuis qu'il l'a découvert en 2004 lorsqu'il s'est rendu à une exposition de maquettes. Son intérêt en aviation a véritablement débuté en 1970 lorsqu'il habitait Montréal. Charles a même entrepris des leçons de pilotage mais n'avait pas terminé le cours. Tout de même, il a beaucoup aimé la théorie du vol, qui s'applique à tous les aéronefs.

« Charles est membre du MAST depuis 2011. Il a plusieurs réalisations à son actif au sein du Club et en est même un ambassadeur.

« Il aide aide aussi à tondre la pelouse hebdomadairement et agit à titre d'instructeur auprès des nouveaux pilotes.

« Il a déclaré : 'J'aime être instructeur. La plupart du temps, c'est agréable. Il est très satisfaisant de voir un.e élève-pilote obtenir ses ailes.'

« Charles adore faire voler des maquettes au terrain de Truro. 'Il est très dégagé et c'est facile d'y faire voler un avion… et il est situé à seulement cinq ou sept minutes de mon domicile.'

« J'ai demandé à Charles s'il avait fait voler ses avions à d'autres terrains de la Nouvelle-Écosse ou d'ailleurs.

« 'Pas en Nouvelle-Écosse mais j'ai piloté mes maquettes chez trois ou quatre clubs de Winnipeg. Parfois, je me rendais à des Fun-flies du Manitoba rural ou en Ontario.'

« Charles adore piloter ses appareils et lorsque je lui ai demandé s'il avait un préféré, il m'a répondu : 'Je n'en ai pas mais j'aime piloter mes planeurs et mon Four Star (de SIG), qui est semi-acrobatique. À un

suite à la page 30

ATLANTIC (B)

Cato Hansen - 61451 L
Zone Director
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Hi everybody.

I hope you are doing well in those difficult times that surrounds us all; at least here in the Maritimes, we are doing extremely well considering what is going on in the rest of the country.

The positive side of all this is it is giving us more time in the shop. As Jim my buddy said: "Us modelers are used to isolation and we love it as we can stay in the shop all day."

One of the most dreadful jobs being a Zone Director has to be trying to come up with something interesting from our Zone, and this time, I was lucky in getting a nice write-up by the President of Truro Nova Scotia club, MAST, Christian Pratt, about one of their members who is always available and ready to help anytime, so please join me in reading what Christian shared.

CHARLES SPARROW - MAST

by Christian Pratt

"I am doing a series of interviews with some members of the Miniature Aircraft Society of Truro (MAST). The club, originally called the Cobequid Radio Control Club, has been affiliated with MAAC since May 1978. The club's flying site -- George Lacey Field -- is located in Truro Nova Scotia.

"While the field is amazing, without the members, it would not exist. So, I thought it would be nice to share their stories.

"Charles Sparrow was born in 1937 in Welwyn Garden City, U.K. He, his wife Maureen and his Golden Lab Brie have been residents of Bible Hill, Nova Scotia since 2011 when he moved here from Winnipeg, Manitoba.

"Charles has many ways to relax, such as taking Brie for walks, working on his model trains, and working on his milling machine. But his favourite hobby is flying his model airplanes.

"He has been enjoying the hobby since he discovered it in 2004 when he went to a modeling exhibition there. His interest in aviation really started in 1970 when he lived in Montréal, Québec. Charles took flying lessons but didn't complete the course. Regardless, he found it fun to learn about the theory of flight, which of course, applies to all aircraft.

"Charles has been a member of the MAST since 2011. He has done many things for the Club, such as being an ambassador at large.

"He also helps mow the field every week and is also an instructor for new pilots.

"He said: 'I enjoy being an instructor. Most of the time, it's quite fun. It is quite satisfying to see a student get his or her wings.'"

"Charles loves to fly at the field in Truro, Nova Scotia. 'It is wide open and easy to fly from... and only 5-7 minutes from my home.'

"I asked Charles if he has flown at any other fields, either in Nova Scotia or elsewhere.

"'Not in Nova Scotia but I've flown at three or four different clubs in Winnipeg. Sometimes, I would drive to Fun Flys in rural Manitoba or Ontario.'

"Charles loves to fly his planes and when asked if he had a favourite, he said, 'No favourites, but I like flying my gliders and my SIG Four Star which is semi aerobatic. At one time, I used to have EDF jets as well.'

"Charles currently has eight planes that are all electric: four gliders and four regular planes. 'I try to fly them as often as possible' Charles chuckled.

"I asked Charles if he remembered his first plane. He said it was a taildragger with only rudders and an elevator. 'It was called a Superstar EP that I learned to fly with. It had a NiCad battery and a DC motor', Charles said.

"When we were finishing up this interview, I asked Charles what his advice would be to someone looking to get into the hobby.

"'Visit a club in your area, talk to a member. Ask questions and see what they like about the hobby and see what you like about it, too. Be prepared to spend some money to get started too. There are fees to be a club member and you must also be a member of MAAC. You will also need a plane and a controller, but most of all, you need to be serious about it."

COLOMBIE-BRITANNIQUE INTÉRIEURE ET YUKON (C)

St. Annes RC Airforce Pilot Stations / Les stations de pilotage de la St. Anne's Airforce. *Michael Babs photo*

Roly Worsfold - 50286 L
Directeur de zone
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L'année 2021 est entamé alors que les restrictions de la COVID-19 demeurent, si bien que les activités au sein de clubs sont restreintes afin d'observer les protocoles de rassemblement.

Nous n'avons eu qu'un seul évènement « parrainé » du Nouvel an. Côté petits rassemblements, le vol hivernal se poursuit. La météo coopère et les mois de mars et d'avril inaugurent habituellement la saison des expositions dans les centres commerciaux, qui effectuent la promotion de votre club au sein de la communauté.

J'encourage une telle promotion (club tout comme le passe-temps) auprès de la communauté. Invitez un.e ami.e au terrain et montrez-lui ce qu'est le vol télécommandé.

BCAEROMODEL.COM

Le site Web bcaeromodel.com est un nouveau projet au sein de la zone C. L'accent est placé sur son aisance d'utilisation pour les membres du MAAC et sur l'information auprès de potentiels nouveaux membres. L'information est présentée sous forme de liens vers d'autres sites Web. On y retrouve aussi une page de matériel à vendre et à acheter ainsi qu'un forum, l'œuvre des Vernon RC Aero Modellers et de Les Isted.

D'autres liens offrent aussi l'accès à des renseignements au sujet de clubs et de membres. On peut aussi ouvrir une session en ligne afin de renouveler son adhésion au MAAC en un seul clic. On accède aussi aux renseignements du MAAC grâce à divers liens.

Sur la page des ressources (contacts), vous trouverez aussi un formulaire afin de suggérer des améliorations au site Web.

50% Cub at Vernon 2017 National RC Scale Championships / Un Cub à l'échelle 50 % lors du championnat national de copies volantes à Vernon, en 2017.– Bernie Lutes photo

COMITÉ DE SÉCURITÉ

Le Comité de sécurité du MAAC a travaillé d'arrache-pied afin de s'assurer que nos documents correspondent à l'exemption que nous a accordée Transports Canada. En gros, les modifications sonts surtout administratives (autoriser les nouveaux terrains de vol, vérification des aptitudes de pilotage d'un modéliste avant leur solo).

Somme toute, tant et aussi longtemps que nous maintenons un bon dossier

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BRITISH COLUMBIA INTERIOR – YUKON (C)

St. Annes RC Airforce Vernon Flight Line. / Ligne de vol à la St. Anne's RC Airforce.

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2021 is under way with Covid restrictions in place so club activities are restricted to the protocols required for social gatherings.

We had only one 'sanctioned' New Years' event and for small gatherings, winter flying is going well. The weather is cooperating and March and April will hopefully bring on the Mall Shows - promoting your club to the community.

I encourage promotion of your club/hobby to the community, invite a friend out to the field and show what flying RC Aircraft is like.

BCAEROMODEL.COM

A new venture for Zone-C is the website bcaeromodel.com, which focuses on the MAAC member use and information for potential new club members. The information is available through web links to other sites. There is a 'Buy and Sell' page with a forum thanks to the Vernon RC Aero-Modellers and Les Isted.

Other links give easy access to club and member information. Member login for MAAC membership renewal is 'one click' enter login information and you are at the renewal form. MAAC information is accessed quickly through linked connections to the website.

On the contact page there is a form to provide feedback for site improvement.

B.C. Zone-C Interior-Yukon website Home Page. / La page d'accueil du site Web de la zone Colombie-Britannique intérieure et Yukon.

SAFETY COMMITTEE

The MAAC Safety Committee has been working hard at ensuring our documents conform with the Transport Canada exemption. For the most part any changes are administrative in nature such as sanctioning a new flying sites and checking pilot competency before they fly solo.

All said and done, as long as we keep a good safety record by flying safely avoiding property damage or personal injury. This will ensure our privilege of flying in our communities and maintain good favour with Government agencies.

In other words, be diligent and fly safely for the future of the hobby.

SCHEDULING EVENTS

I encourage clubs to schedule events for the coming year, so that when the Covid situation gets better we have events to look forward to. But if regulated precautions prevent the public and visitors from attending you can always cancel the public event, but hopefully have some fun as a club. This seemed to work well last year.

SUD OUEST DE COLOMBIE-BRITANNIQUE (H)

John Deadman - 26518
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J'espère que vous vous portez tous très bien et que vous êtes en sécurité au cours de cette période difficile. Dans mes chroniques précédentes, je vous demandais de m'offrir du matériel et des nouvelles d'actualité par chez vous et je suis chanceux puisque j'ai obtenu cette contribution de Lawrence Lewis, de Victoria.

Sentez-vous bien à l'aise de m'envoyer tout renseignement sur ce que vous construisez ou des conseils pour les autres en matière de construction.

SIG KING KOBRA

par Lawrence Lewis - 97029

« Cela ne fait qu'un peu plus de deux ans que j'ai fait mon entrée au sein du passe-temps mais j'y ai plongé la tête la première et avec passion.

« C'était toute une courbe d'apprentissage pour moi. J'ai débuté avec un minuscule Champ et j'ai progressé vers un Carbon Cub de 1,3 mètre et un Apprentice de 1,5 mètre. Ensuite, j'ai entrepris la construction artisanale et j'ai trouvé mon volet d'activité, pour ainsi dire. Mon hangar compte environ 25 appareils maintenant!

« Au début, je construisais à l'aide du matériau foam board et de la colle chaude et j'aimais beaucoup mener des expériences en aéronautique. C'était agréable et satisfaisant... et j'ai essayé quelques désastres en cours de route!

« Depuis, je suis passé à l'utilisation du logiciel Fusion Design 360 afin de concevoir et d'imprimer en 3D des composantes spécialisées. Je construis surtout en balsa maintenant, bien qu'il est de plus en plus difficile – et coûteux – de construire ainsi et de trouver du balsa de qualité. Heureusement, j'ai un contact top secret et un bon inventaire de cette ressource, pour l'instant.

« Mon plus récent projet, c'est le King Kobra (du fabricant SIG) depuis des plans. J'ai suivi les plans et le design d'assez près. J'ai modifié l'empennage en l'allongeant, augmentant ainsi sa surface alaire. J'aime beaucoup piloter des appareils dotés de beaucoup de débattement du gouvernail de direction et j'ai incorporé ce principe sur la plupart de mes projets.

« Les autres modifications comprennent une construction facilitant l'accès aux composantes depuis le dessus du fuselage. Le canopy est amovible afin de jeter un coup d'œil sur les composantes électroniques et pour changer la batterie – c'est vite et facile. J'ai aussi construit le capot moteur en balsa plutôt qu'en plastique et j'ai ajouté une fente pour le refroidissement du moteur.

« À bien y penser, j'aurais dû concevoir et imprimer cette pièce afin de mieux accéder au moteur et à la tringlerie de direction de la roue avant – mais j'ai aimé l'expérience de construction et de travailler avec le bois.

« À l'instar de tous mes projets de construction, j'apprends toujours quelque chose et je termine le projet en étant un meilleur constructeur tout en appréciant notre passe-temps dynamique.

« Cette fois, j'ai appris comment mieux appliquer du Monokote et comment installer les gouvernes, comme les ailerons. Mes projets projets me verront m'attaquer à l'installation de feux DEL programmables et d'un train d'atterrissage escamotable.

« Très bientôt, j'aborderai la construction d'un Zero d'une envergure de 1 500 mm.

« Entre-temps, j'ai déjà procédé aux premiers vols du Kobra. Cet appareil vole très bien, droit... et VITE! Lorsque la météo le permettra, j'espère inscrire plusieurs autres vols.

« La meilleure partie de ce passe-temps – en plus des nombreux amis que j'ai rencontrés – c'est que c'est quelque chose que peut essayer n'importe qui. Peu importe ce que vous pilotez, votre niveau d'expertise – maquettes prêtes à voler ou votre propre construction – s'améliorera et c'est une expérience que l'on vit au sein d'un esprit de camaraderie sans pareil. »

SIG KING KOBRA

Custom Scratch built balsa
3D Printed Canopy, Exhaust, Wheel Pants, Horns and Hinges and couple other accessories.
Equipped with steerable nose gear and reverse thrust.

Wing Span	1500 mm
Wing Area	46 dm2
Weight (Dry)	1490 g
Motor	E-Flite Power 15 Brushless
ESC	Spektrum Smart – 45amp
Receiver	Spektrum – AR630
Wheels	70 mm
Battery	3S/4S 2200mAh LiPO
Propeller	3 Blade 10"

SOUTH WEST BRITISH COLUMBIA (H)

John Deadman - 26518
Zone Director
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I hope you are all well and staying safe during these trying times, In my previous columns, I asked for some input from the zone members on what is happening with them, and I was fortunate to receive the article below from Lawrence Lewis, of Victoria.

Please feel free to e-mail about anything you're working on, tips for others to help them with building projects, etc.

SIG KING KOBRA

by Lawrence Lewis - 97029

"I have only been in the hobby for just over two years but have dived right in and embraced it with a passion.

"It has been quite the learning curve for me. I started out with a tiny Champ, moved quickly on to the 1.3M Carbon Cub and 1.5M Apprentice, and then started building my own and never looked back. My hangar has about 25 planes now!

"At first, I was building with foam board and hot glue and really enjoyed experimenting with principles of aeronautics. It was a great deal of fun and joy, with quite a few disasters thrown in along the way.

"I have since graduated to using the software Fusion Design 360 to design and 3D build/print specialty parts and pieces. I am also primarily building with balsa now, although it's getting increasingly hard and expensive to find quality balsa. Thankfully, I have a top secret connection to a good inventory for now.

"My latest build is from SIG King Kobra plans. I followed the plan/design pretty tightly for the most part. I did modify the tail/rudder to extend out over the elevator and increased its surface area. I really dig flying with really big rudder throws and have incorporated this principle into most of my builds.

"Other modifications included making everything accessible from the top. The canopy pops off to access all electronics and change out the battery – fast and easy. I also opted to finish the front cowling with balsa instead of plastic and added an air scoop for cooling.

"In hindsight, I should have just designed and printed the piece for better access to the motor and front steering gear – but enjoyed the build experience and working with the wood, nonetheless.

"As with all my builds, I always learn something and end the project not only a better builder but also more appreciative of our dynamic hobby.

"This time around, I became far more proficient with applying Monokote and the installation of moving surface areas like the ailerons. Future builds will include learning how to install programable LEDs and retractable gear in my next balsa build.

"On deck is a 1500-mm wingspan Zero slated to start soon...really soon.

"In the meantime, I have already put the first flights on the Kobra. She flies sweet, true and super FAST! When weather permits, I am looking forward to getting a few more hours logged with this beauty.

"The best part of this hobby, aside from the many new friends I have made, is that it's really something anyone can enjoy and embrace. No matter what you are flying, your level of expertise, or whether you fly something off the shelf or build your own – it's an exciting and thrilling experience built around a camaraderie that is second to none."

MANITOBA (D)

Randy Hepner - 73393
Directeur de zone
zd-d@maac.ca

La zone D a perdu un véritable ami et un fier partisan de notre passe-temps – et des autres formes de loisirs en général – suivant le décès soudain de Kerry Fingler.

Kerry n'était pas uniquement le propriétaire de Cedar Dweller, l'un de nos magasins locaux de passe-temps; il était l'ami de tout le monde et les accueillait chaudement. Dans mon cas, il prenait le temps de discuter jardinage et fleurs avec ma femme pendant que j'essayais de me rappeler de ce que j'avais oublié sur ma liste de produits à acheter... Il était un gentleman dans tous les sens du mot.

Kerry ne faisait pas qu'organiser les séances de vol intérieur à chaque hiver – il utilisait aisément son bras d'ancien lanceur de baseball (du temps du secondaire) afin de déloger les maquettes qui s'étaient coincées sous le toit (et proférait parfois un juron, ce faisant). Kerry ne faisait pas non plus qu'organiser un Fun-fly annuel à chaque été, un évènement qui comprenait démonstrations et prix.

Kerry ne faisait pas que monter un stand (kiosque) aux rassemblements et appuyer tous les clubs qu'il pouvait. Kerry faisait partie de notre famille des aéromodélistes – il était toujours là pour nous, d'une année à l'autre, et faisait sa part afin de s'assurer que nous avions beaucoup de plaisir à pratiquer ce passe-temps.

L'automne dernier, Kerry et un collègue modéliste ont mené avec succès une campagne afin de placer son père Gerry – lui-même un ami de longue date du MAAC – en candidature au Temple de la renommée de notre organisme. L'engagement envers le MAAC, c'est de famille.

Et voici qu'un jour, sans avertissement et sans que nous puissions le remercier...

Pourquoi se fait-il que nous semblions toujours écrire ces lettres flatteuses et respectueuses seulement APRÈS que quelqu'un nous quitte? Je n'ai pas de réponse mais je peux formuler deux suggestions.

Suggestion 1 : Je crois que nous devons faire ceci plus souvent tandis que les personnes qui nous importent sont encore parmi nous pour officiellement recevoir de telles accolades par le biais de prix de reconnaissance et, tout aussi important, par le biais de gestes tout simples comme de dire « merci ».

Voilà donc mon premier défi que je vous lance : trouvez un.e membre du MAAC qui est l'exemple patent de ce que cela signifie de faire partie de la famille du MAAC – comme Kerry – et de les REMERCIER. Faites-leur savoir, quelle que soit votre méthode, que leurs gestes et contributions sont précieuses à vos yeux et que vous en êtes reconnaissant.e.s. Si vous voulez transmettre le même message à davantage de membres du MAAC, allez-y!

J'irai en premier, en remerciant Jim Holland – deuxième personne ressource chez Cellar Dweller mais aussi un grand partisan des activités de vol au sein de la zone D. Jim a toujours aidé en coulisse les projets que faisait démarrer Kerry; il était toujours sur place au magasin et offrait de l'aide amicale ou un quelconque sage conseil au terrain de vol. Jim est l'un de ces piliers, une pierre angulaire de notre passe-temps. Merci Jim : vos activités, c'est plus qu'un simple emploi et cela paraît.

J'imagine que Kerry voudrait qu'on se souvienne de lui en déployant tous les efforts possibles afin d'appuyer cette passion qui nous anime aussi fortement qu'il le faisait lui-même. Ne le faisons pas uniquement à l'aide des mots; allons-y par nos actions, comme le faisait Kerry.

Par le passé, notre zone a nommé des terrains de vol en mémoire de personnes qui avaient contribué de façon notable à notre passe-temps. D'autres zones ont créé des prix ou des bourses d'études qui portent le nom de telles personnes.

Suggestion 2 : Le MAAC ou la zone D doit immortaliser les personnes qui contribuent quotidiennement à la survie de notre passe-temps. Ce ne sont pas des gestes nécessairement glorieux mais de plus petites choses au quotidien qui montrent ce profond engagement envers notre domaine d'activité.

Au moment d'écrire ces lignes, je suis encore à court de mots... et d'idées. Je mets notre zone au défi de trouver des idées afin de se souvenir de Kerry – vous avez jusqu'au prochain feu de joie du rassemblement Camp-n-Fly... allez hop, au travail!

Nous avons tous été honorés de vous avoir connu, Kerry. Nous vous souhaitons bon vent et cieux très bleus, mon ami.

Chronique de l'éditeur *suite de la page 7*

membres, de leur passion, de leurs idées et de leurs maquettes. Voilà ce qui définit très bien notre passe-temps.

Nous commençons même à recevoir des réactions à ce qui nous a été soumis. Il est réconfortant de constater que nos membres déploient l'effort de partager leur réaction et leurs idées avec nous.

Personnellement, je crois que c'est fantastique et il est de plus en plus agréable de feuilleter chaque numéro de la revue. C'est gâce aux membres qui se livrent un peu plus et qui partagent leur vécu avec nous tous.

Comme une maquette terminée et soigneusement détaillée, la revue imprimée est en train de devenir davantage que la somme des histoires et des chroniques qu'elle renferme.

Du moins, c'est ce que je pense.

MANITOBA (D)

Randy Hepner - 73393
Zone Director
zd-d@maac.ca

Zone D lost a true friend and ardent supporter of our hobby, and hobbies in general, with the sudden passing of Kerry Fingler.

Kerry wasn't just the owner of Cellar Dweller, one of our local hobby shops; he was a friend to everyone, meeting them with a genuine warm greeting. In my case, he'd make time for a discussion with my wife about gardening or flowers while I tried to remember what I forgot to put on the parts list...he was a true kind gentleman.

Kerry didn't just organize indoor flying every winter – he used his high school pitcher's arm to knock many stuck planes from the roof with ease (and the occasional cuss). Kerry didn't just host an annual Fun Fly every summer, replete with mid-day demonstrations and prizes.

Kerry didn't only set up trade booths and support every single club he could. Kerry was a part of our aeromodelling family – he was literally there for all of us, all the time, year after year, doing his part to make sure we could enjoy this hobby and have fun.

This past fall, Kerry along with another member, successfully nominated his father, longtime MAAC supporter Gerry Fingler for a MAAC Hall of Fame award – the commitment to MAAC runs deep in the family.

And then one day, with no warning, before any of us could even say thanks, or good-bye....

Why is it we always seem to write these letters of kind words after someone leaves us? I do not have that answer, but I can make two suggestions.

Suggestion one -- I think we need to do more of this while the folks that mean the most to us are around to receive our accolades officially through awards, but perhaps just as importantly, through the simple gestures, like just saying thanks.

So, this is my first challenge to you: to find a single MAAC member who exemplifies what the MAAC family really means -- like Kerry did -- and THANK them. Let them know, in any fashion you see fit, that their actions and contributions matter to you and that you are grateful. If you want to carry that forward to more MAAC members, have at it!

Kerry enjoying a warm Manitoba summer evening up at Gimli, flying his P-47. August 2020. / Kerry profite d'une chaude soirée estivale manitobaine à Gimli en faisant voler son P-47 Thunderbolt, en août 2020.

I will go first by thanking Jim Holland, Cellar Dweller #2 guy but also all-around supporter of MAAC flying activities in Zone D. From working behind the scenes on the initiatives Kerry started, to just being there with friendly support and sage advice at the shop and at the field, Jim is another one of those bedrock guys this hobby is built from. Thanks Jim, its more than a job for you and it shows.

I suppose Kerry would want us to remember him best by doing everything we can to support our shared passion as strongly as he did. Not just in words but in actions, as he did.

In the past, our Zone has named flying fields after people who made such notable contributions. Other Zones have created awards or scholarships named after people.

Suggestion number two -- MAAC or Zone D needs to immortalize those who make the daily contributions to keep our hobby alive. These are not the glamorous single actions, but the daily everyday things that show a deep commitment to our hobby.

As I write this, I am still somewhat at a loss for words... and ideas. I challenge our Zone to come up with some ideas to remember Kerry with – you have until the first camp-n-fly campfire... so pitter patter.

We are all honoured to have known you Kerry, fair winds, and blue skies my friend.

Kerry enjoying a warm Manitoba summer evening up at Gimli, flying his P-47. August 2020.

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MIDDLE (E)

Roy Rymer - 61172L
Zone Director
905-685-1170 | zd-e@maac.ca

Hello fellow modelers and friends.

For the better part of the past 13 years, I have held what has truly become a second moonlight career. In 2007, I put my personal enjoyment of my beloved RC hobby on extended hold, when I accepted the duties of Ontario Middle Ontario Zone (E) Director.

Over these years -- even though I have found little time to fly my own aircraft -- the role has been so very rewarding as to make it worth that sacrifice. As your Zone Director, I hope that I have successfully brought awareness of the hobby to the masses and assisted all of the Zone clubs in promoting our model aviation hobby.

I'm proud and happy to say that I have also had the opportunity to meet and hundreds of MAAC members over the years. Together, we have enjoyed many great and successful events, all in our endeavours to have fun, to promote our hobby, and benefit and uplift so many charities.

I have served on the MAAC executive and helped effect many changes to help streamline operations and make MAAC more responsible fiscally... all so that I could do my part to limit pressures to raise member dues.

Using my resources as Zone Director, we were able to organize and run multiple events to both raise much needed dollars for McMaster Children's Hospital but also

Among my favourite achievements was raising awareness of the hobby while at the same time raising funds for McMaster Children's Hospital. / Parmi mes accomplissements préférés se trouve la sensibilisation à notre passe-temps tout en récoltant des fonds pour le McMaster Children's Hospital.

further promote miniature aircraft flight.

On February 20th, the zone members will have elected their Zone Director for the next two years. You may have chosen a new Zone Director, and I hope with all my heart that your new ZD Jeff Granger and all MAAC members have as fruitfully rewarding a relationship as we have enjoyed.

Otherwise, if you have asked me to remain, together I'm sure we will continue working together to benefit the zone and MAAC. I love MAAC, what it stands for and all its membership. To all those who supported me, I will strive to earn all the dedication and friendliness which you have shown to me. I will continue to be there for you.

MAAC has always been a grand plan, and it is still the great idea it always was. No matter the outcome, I will remain among you to some small degree, both in the background and on to the flight line I've been missing, so much, right beside you flying again!

MILIEU (E)

Roy Rymer - 61172L
Directeur de zone
905-685-1170 | zd-e@maac.ca

Bonjour, collègues modélistes et amis.

Pendant la majeure partie des 13 dernières années, j'ai détenu un poste que je considère comme étant ma deuxième carrière. En 2007, j'ai mis de côté mes activités de modéliste lorsque j'ai accepté de servir à titre de directeur de la zone Milieu (E).

Au fil des années, -- même si j'avais à peine le temps de faire voler mes maquettes – ce rôle a été si satisfaisant que je sentais qu'il valait le sacrifice personnel que je faisais. En ma qualité de directeur de zone, j'espère avoir pu sensibiliser le grand public à notre passe-temps et avoir aidé les clubs de la zone à faire la promotion de notre passe-temps, l'aéromodélisme.

Je suis fier et heureux d'affirmer que j'ai aussi eu l'occasion de rencontrer des centaines de membres du MAAC au cours de ces années. Ensemble, nous avons vécu de bien beaux évènements qui ont remporté du succès, nous nous sommes amusés avec ces projets en plus de faire la promotion du passe-temps et d'offrir de quoi à des causes caritatives.

J'ai passé du temps au sein de l'exécutif du MAAC et j'ai contribué à apporter des changements visant à rationnaliser les opérations et à rendre le MAAC plus responsable sur le plan financier... tout cela afin de faire ma part afin que l'adhésion des membres ne soit pas augmentée.

En utilisant mes ressources à titre de directeur de zone, nous avons réussi à organiser plusieurs évènements de prélèvement de fonds pour le McMaster

suite à la page 74

NORD ONTARIO (F)

Some of the planes brought out to the NIPMAC Frozen Finger Fun-Fly. / Quelques-unes des maquettes lors du Fun-Fly Frozen Finger du Club NIPMAC. Photo by Cameron Sanders

Kevin McGrath - 6401L
Directeur de zone
705-759-1670 zd-f@maac.ca

Soumis par Craig Knight, adjoint

La pandémie a certainement ralenti plusieurs de nos activités et l'hiver n'a rien amélioré. Nous espérons tous que des jours meilleurs s'en viennent.

Deux évènements ont été présentés au sein de la zone afin de souligner le Nouvel an.

NIPMAC FROZEN FINGER FUN FLY

soumis par Foley Soroye

« Le 3 janvier 2021, plusieurs membres du Club de North Bay ont bravé la météo afin d'effectuer les premiers vols de l'année. La participation était excellente à l'occasion de cette nouvelle tradition.

« Plus de 15 pilotes sont arrivés, accompagnés de leur épouse respective, des enfants et d'invités. Tout le monde a observé les consignes afférentes à la pandémie.

« La météo était tolérable, compte tenu du temps de l'année, puisque le mercure se rapprochait du point de congélation et que le vent était léger. Le plafond nuageux était bas et le soleil n'était pas de la partie. Tout le monde s'est bien amusé et tous les pilotes ont rapporté leurs appareils sans casse.

Nico McIntosh is getting ready for the upcoming season by fitting out his Aeroworks 35% EDGE originally built by Cecil Marshall. / Nico McIntosh se prépare pour la prochaine saison à l'aide de son Edge à l'échelle 35 % (un produit d'Aeroworks), qu'avait construit à l'origine Cecil Marshall.

LE NOUVEL AN AU SAULT (SAINTE-MARIE)

« Le 1er janvier 2021, Pat Lenard, Nico McIntosh, Cecil Marshall, Steve Daly, Craig Knight, Rino Zorzi et Peter Smith ont effectué des vols au complexe Strathclair. Cela signifiait le retour de la sortie annuelle du Jour de l'an.

« La météo était un mélange de soleil et de nuages avec de légers vents et le mercure qui se situait autour de 0 degré Celsius. Les pilotes participants ont effectué plusieurs vols. »

PROJETS D'HIVER

Puisque les directives de confinement demeurent et que nous sommes en présence des 'bleus de l'hiver' habituels, l'occasion est propice pour entamer un nouveau projet de construction.

Peter John Thompson, un membre du Club de Sault-Sainte-Marie, ainsi que Paul Ashley (du Club SMAC), sont en train d'assembler un Beaver (du fabricant MOUSTACHE Model Works).

Un autre membre du Club du Sault, Nico McIntosh, est en train de remonter un Edge 540 à l'échelle 35 % qui date d'une décennie… autre aspirant pilote de copie volante acrobatique.

Scott Finucan, de Timmins, est en train de concevoir un avion par imprimante 3D!

NORTHERN ONTARIO (F)

Nico McIntosh's Laker at the Sault New Year's Day event. / Le Laker de Nico McIntosh au rassemblement du Nouvel an de Sault-Sainte-Marie. *Photo by Peter Smith*

Kevin McGrath - 6401L
Zone Director
705-759-1670 zd-f@maac.ca

Submitted by Craig Knight, Deputy Dog.

The pandemic has certainly curtailed many of our activities and then winter is adding to the lack of flying opportunities. Better days are certainly ahead.

Two events were held in the zone to welcome in the New Year.

NIPMAC FROZEN FINGER FUN FLY

submitted by Foley Soroye,

"On January 3rd, 2021, several members of the North Bay club braved the weather for the first flights of 2021. There was an excellent turnout for the new annual tradition of first flights for the club.

"Over 15 pilots, brought spouses, children, and guests were out for this first event of the year. At all times, everyone practiced and complied with requirements of Health Services regulations by maintaining proper social distancing.

"The weather was tolerable, considering the time of year, with temperatures close to the freezing mark and only a slight wind. There was low cloud ceiling due to the lack of sun. Everyone had great fun and all pilots went home with their planes intact.

SAULT NEW YEAR'S DAY

"January 1st, 2021 found Pat Lenard, Nico McIntosh, Cecil Marshall, Steve Daly, Craig Knight, Rino Zorzi, and Peter Smith flying at the Strathclair Complex. This marked a return to the club's annual sortie to fly on New Year's Day.

"The weather was a mix of sun and cloud with very light winds and a temperature just below zero degrees C. Several flights were made by all attending."

MEMBER'S WINTER PROJECTS

With the ongoing stay at home directives, and normal winter doldrums what better opportunity to take on a new build.

Sault club member Peter John Thompson and SMAC member Paul Ashley are building the MOUSTACHE Model Works Beaver.

Sault member Nico McIntosh is outfitting a decade-old Aeroworks 35% Edge 540 – another aspiring scale aerobatic pilot in the works.

Scott Finucan, up in Timmins, is trying his hand at 3-D printing an airplane!

Scott Finuken's Eclipson Model C, tundra style, 3D printed model. / L'Eclipson Model C de Scott Finuken, de style toundra et fabriqué grâce à une imprimante 3D.

VALLÉE DE L'OUTAOUAIS (G)

Mike Anderson - 17752
Directeur de zone
613 407 5914 | zd-g@maac.ca

SE CONFORMER AUX EXIGENCES

Fin janvier, j'ai envoyé des avis à tous les leaders des clubs au sein de la zone G afin de leur rappeler que conformément à la politique DPPM06 – Spécification et sanction d'un terrain de vol de modèles téléguidés, le MAAC a besoin d'un diagramme de la disposition du terrain de vol (pour l'extérieur, seulement) qui sera inséré avec les autres archives sur chacun des terrains dans la base de données des membres du MAAC.

Histoire de faciliter les choses, j'ai rédigé un « Guide de renouvellement des terrains » sur la façon dont on s'y prend pour dessiner la disposition d'un terrain; mon document inclut un gabarit de plan et un échantillon de plan. J'ai envoyé cela à tous les leaders de club de la zone. La directive DPPM06 conseille aux directeurs de zone de ne pas traiter la demande de renouvellement de terrain d'un club ou d'approuver la piste si le club en question n'a pas inclus une disposition de terrain qui respecte les normes établies.

Les éléments clés du/ou des diagramme(s) devraient être les suivants :

1) Le centre des stations de pilotage précisé en coordonnées de GPS (degrés, minutes, secondes).

2) La dimension de la « boîte de vol » (précisez-en justement la dimension).

3) L'emplacement de de la ligne de vol, une ligne vol/pas vol qui s'étend d'un horizon à l'autre.

4) La distance de la barrière/des barrières de sécurité jusqu'à la ligne de vol.

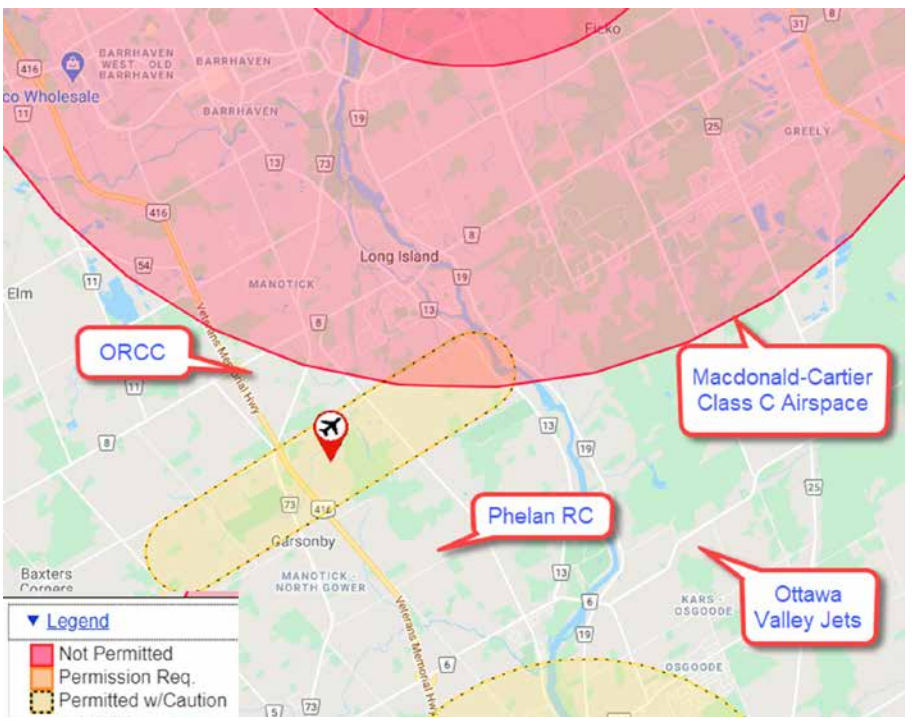
5) La distance des stations de pilotage jusqu'à la ligne de vol.

6) La distance de l'aire des puits (pits) et des stations de démarrage jusqu'à la ligne de vol.

7) La distance du terrain de stationnement et d'autres lieux non reliés aux opérations de vol et les aires publiques jusqu'à la ligne de vol.

8) La distance jusqu'à l'aérodrome le plus près et la classification de l'espace aérien au-dessus du terrain de vol du club (normalement, il s'agit de la classe G).

La directive DPPM06, annexe A, décrit



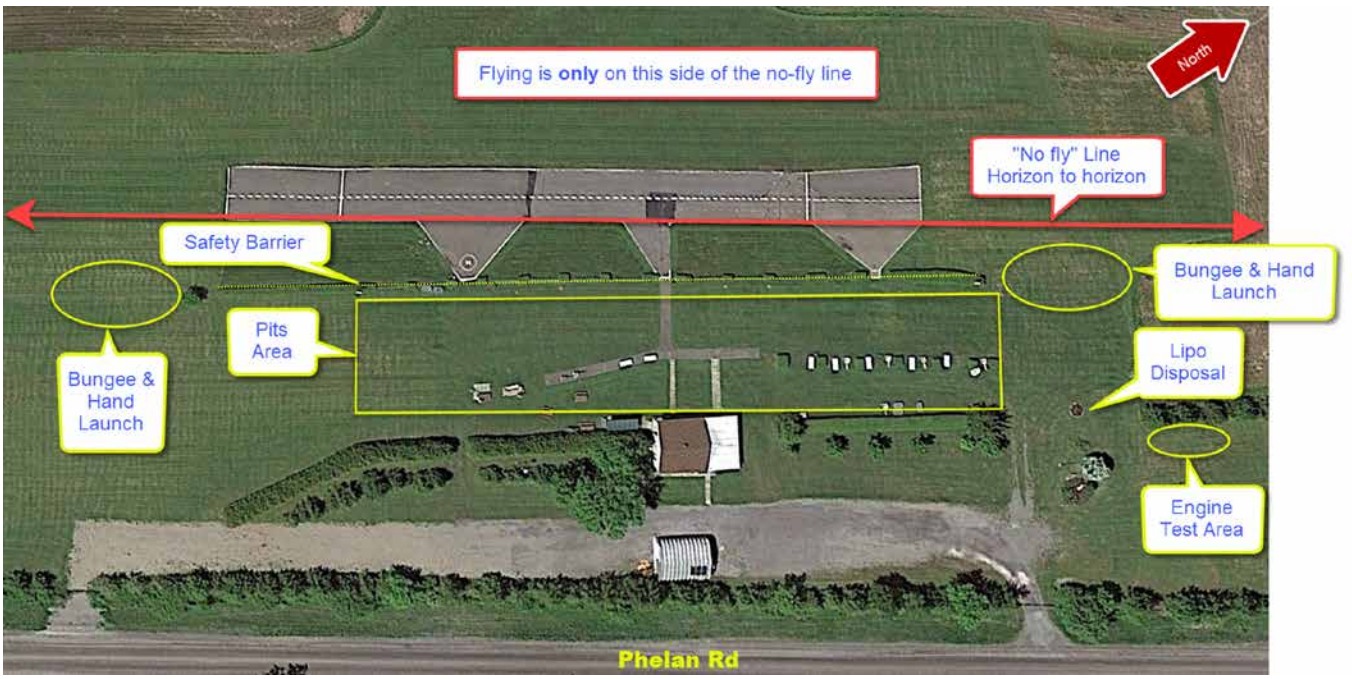
ces exigences avec force de détails et souligne comment traiter des exceptions (gazonnières, aérodromes pour appareils à l'échelle réelle). Cette même directive DPPM06 renvoie les lecteurs à la directive PCM01 – Directives pour terrains de vol extérieurs afin de récolter de plus amples détails. On retrouve des liens vers des tutoriels sur les éléments clés suivants :

- PCM01-D1 – Directives pour terrains de vol
- PCM01-D2 – Classification de l'espace aérien
- PCM01-D3 – Détermination de l'espace aérien et classification
- PCM01-D4 – Localiser l'aérodrome le plus proche
- PCM01-D5 – Voler à partir d'un aérodrome
- PCM01-D6 – Organisation du terrain de vol et meilleures pratiques (exemplaires)

Cette famille de documents du MAAC a été créée afin de nous conformer à l'exemption de Transports Canada quant à la Partie IX du Règlement de l'aviation canadien et ce, précisément à l'intention des modélistes du MAAC. Cette Partie IX fait référence à la sanction (autorisation, parrainage) accordée aux terrains de vol. Plusieurs heures et bien des ébauches

suite à la page 91

OTTAWA VALLEY (G)



Mike Anderson - 17752
Zone Director
613 407 5914 | zd-g@maac.ca

COMPLIANCE TIME HAS ARRIVED

In late January, I sent out notices to all Zone G club leaders to remind them that MAAC policy MPPD 6 – Outdoor Model Aircraft Flying Field Sanctioning requires a field layout diagram (outdoor only) to be attached to airfield records in the MAAC members database.

To make things as easy as possible, I've written a 'Club Renewal Guide' on how to make an airfield layout plan which includes a plan template and a sample plan and issued it to all Zone G club leaders. MPPD-6 gives guidance to Zone Directors to not process a club renewals or airfield approvals that do not have a compliant airfield layout plan attached.

The key elements that the diagram(s) should include are:

1) The centre of the pilot stations expressed in GPS coordinates in the form of degrees-minutes-seconds.

2) The size of the 'flying area box' with dimensions.

3) The location of the flight line, a fly / no-fly line extending horizon to horizon.

4) The distance of the safety barrier(s) from the flight line

5) The distance of the pilot stations from the flight line

6) The distance of the pits area and starting stations from the flight-line

7) The distance of the parking and other non-flying activities and public areas from the flight line

8) The distance to the nearest aerodrome and the airspace class above the club field. (Usually class G).

MPPD-6 Appendix A describes these requirements in greater detail and outlines how exceptions should be treated for sites like sod farms and full-scale aerodromes. MPPD-6 refers readers to consult MAP01 – Outdoor Flying Field Guidelines for more detail and MAP-01 provides links to tutorials on the key elements:

- MAP01-T-1 – Flying Field Guidelines
- MAP01-T-2 – Airspace Classifications
- MAP01-T-3 – Airspace Determination and Permissions
- MAP01-T-4 – Locating Adjacent Aerodromes
- MAP01-T-5 – Flying from full-scale Aerodromes
- MAP01-T-6 – General Flying Field Set up and best practices

This family of MAAC documents has been created to comply with Transport Canada's Canadian Aviation Regulations Part IX Exemption for MAAC (CAR IX Exemption) conditions related to the sanctioning of flying sites. Many hours and drafts went into the careful creation of the document set that benefit all MAAC members.

KNOW THE RULES

Although it's true that the document set related to outdoor flying field sanctioning are mostly of interest to club leaders, the CAR IX Exemption requires that, "the member of MAAC operating a RPAS shall adhere to the most current version of the applicable MAAC rules, procedures, and safety guidelines." It is not possible to adhere to a rule, procedure, or safety guideline if you haven't at least read the document.

Here's my challenge for all of us. While we are all locked down and hibernating from the cold weather, let's take some time to review the MAAC Safety Code, policies, and document set before the spring season kicks off.

Start here: www.maac.ca/en/documents.php (English site) with the MAAC Safety Document set and MSD-01 which guides you to the documents that apply to your flight discipline.

Next, explore the policies and procedures starting with MPPD 1 -- MAAC Policy and

***continued** on page 91*

SAINT-LAURENT (J)

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MISE À JOUR -- LIGNES DIRECTRICES DU MAAC

Histoire d'honorer les exigences liées à l'entente qui a été négociée entre le MAAC et Transports Canada, tous les clubs du MAAC devront qualifier leurs membres à titre d'élèves-pilotes (qui nécessitent une supervision) ou à titre de pilotes capable de faire voler en toute sécurité leur Système aérien télépiloté (SATP ou encore, RPAS en anglais) sans supervision.

De plus, tous les clubs devront tenir un registre d'aptitude des pilotes afin d'y noter l'habileté desdites personnes (par type de maquette). Le but avoué : s'assurer que tous les pilotes font évoluer leur(s) maquette(s) en toute sécurité.

Une telle liste minimale de compétences de pilotage est maintenant disponible au site Web du MAAC (directive DSM 25); elle comprend une liste de contrôle (checklist) qu'un président de club ou un instructeur devrait compléter en évaluant chacun.e des pilotes inscrit.e.s au club. À noter que les clubs peuvent aussi ajouter leurs propres critères minima.

Au sein de la zone Saint-Laurent, les visioconférences à l'aide de la plateforme ZOOM ont été nombreuses afin de créer une procédure normalisée qui préparerait et testerait nos pilotes. Ceci fera en sorte que si un pilote rend visite à un autre club, les officiels de ce dernier pourront jauger ses aptitudes de pilotage lorsque le visiteur présente une carte d'adhésion qui note ladite compétence.

Afin d'en arriver à cette étape, il me fait plaisir de vous annoncer qu'au sein de la zone J, Xavier Mouraux a accepté de diriger ce groupe. Il travaillera de concert avec des personnes ressources de divers sous-groupes : Stéphan Giguère (hélicoptères), Fabien Gagné (planeurs), Raymond Forget (voilures fixes), Jean-Guy Ouellet, Yves Auger, David Haltrecht et Mark Fogel (appareils multirotors). Nous devons encore trouver quelqu'un qui sache représenter les jets à turbine.

Sous-produit découlant des discussions : un intérêt manifeste à effectuer une mise à jour de nos programmes de formation des pilotes afin que les pilotes – néophyte et actuels – puissent recevoir de l'instruction de façon uniformisée à mesure qu'ils perfectionnent leur pilotage.

Je vous livrerai d'autres détails au cours des prochaines semaines.

SE DÉBROUILLER MALGRÉ LE VIRUS

Les visioconférences de type ZOOM et Facetime sont devenues la norme si l'on veut demeurer en contact pendant la pandémie et le ralentissement des activités. Incidemment, les simulateurs de vol et les micro-drones (pour le vol par immersion, le FPV) sont en très grande demande.

Plusieurs personnes s'efforcent présentement d'apprendre la nouvelle technologie (systèmes de contrôle de pilotage, autres systèmes qui incorporent la stabilisation en vol, les systèmes FPV, les émetteurs numérisés qui utilisent OPEN TX, et plus encore).

Les modélistes qui embrassent, pour ainsi dire, cette nouvelle technologie seront toujours motivés par de nouveaux objectifs à atteindre.

A.G.A. LE 10 AVRIL 2021

Le MAAC a organisé son Assemblée générale annuelle de 2020 en décembre dernier et la même formule sera appliquée à la tenue de sa deuxième A.G.A. virtuelle, qui aura lieu le 10 avril 2021. Consultez les pages de ce numéro de Model Aviation Canada pour les détails.

Atlantique (B) *suite de la page 16*

moment donné, j'avais aussi des jets.'

« Charles possède huit maquettes à l'heure actuelle, toutes électriques : quatre planeurs motorisés et quatre maquettes conventionnelles. 'J'essaie de les faire voler aussi souvent que possible', ricane-t-il.

« J'ai demandé à Charles s'il se souvenait de sa première maquette. Il m'a dit qu'il s'agissait d'un appareil à train conventionnel et dont seulement la direction et la profondeur étaient actionnés. 'Il s'appelait le Superstar EP avec lequel j'ai appris. Il était doté d'une batterie NiCad et d'un moteur DC.'

« En terminant l'interview, j'ai demandé à Charles quel conseil il pourrait prodiguer à quiconque songe à se lancer au sein de notre passe-temps.

« 'Rendez visite à un club de votre région, parlez à un membre. Posez des questions et constatez ce qu'il aime du passe-temps et ce que vous aimez, aussi. Soyez préparé à dépenser de l'argent afin de vous lancer; il y a des frais d'adhésion au club et au MAAC. Vous aurez aussi besoin d'une maquette et d'un système de télécommande, mais au-delà de tout ça, vous devrez faire preuve de sérieux.' »

C-B Intérieure et Yukon *suite de la page 18*

de sécurité et que nous pilotons nos appareils afin d'éviter tout dommage matériel ou envers autrui, nous nous débrouillerons bien. Cela fera en sorte que nous préservions nos privilèges de vol dans nos communautés et que nous demeurions en bons termes avec les agences gouvernementales.

En d'autres mots, soyez attentifs et pilotez en toute sécurité, dans l'intérêt de l'avenir de notre passe-temps.

PLANIFICATION D'ÉVÈNEMENTS

J'encourage les clubs à planifier leurs évènements en prévision de cette saison, lorsque la situation de la COVID s'améliorera et que nous pourrons reprendre nos visites à de tels rassemblements. Si les précautions de la pandémie empêchent le public et les visiteurs d'être de la partie, vous pourrez toujours annuler cette portion publique mais avec un peu d'espoir, vous amuser entre membres. Cette formule a semblé bien fonctionner, l'année dernière.

ST. LAWRENCE (J)

A screen shot of the organizing meeting for the training and compliance committee meeting held Jan 17 2021. / Capture d'écran de la réunion inaugurale du Comité de formation et de conformité, le 17 janvier 2021.

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UPDATED MAAC SAFETY GUIDELINES

In order to comply with the agreement negotiated between MAAC and Transport Canada, all MAAC clubs are required to qualify their members as a student, who needs supervision, or as a pilot, who is able to safely fly their Remotely Piloted Aircraft System (RPAS) without supervision.

Furthermore, all clubs are required to keep a Pilot Competency Registration that will log the capability, by craft type, within their club, the purpose being to assure that all pilots are safe when operating their aircraft.

A minimum pilot competency checklist is now available on the MAAC website (MSD 25) which includes a checklist that a club president or chief instructor should complete in assessing each pilot registered at their club. It should be noted that the requirements spell out the minimum qualifications and may be augmented, if so desired, at a particular club.

Within the Saint-Lawrence Zone, several ZOOM meetings have been held in order to create a standard procedure within the zone to help prepare and subsequently test our pilots. This will allow every club to have some faith that a pilot visiting from another club has the same basic skills when they show their membership card with the pilot qualification.

To help achieve this requirement, I am pleased to report that for Zone J, Xavier Mouraux has accepted to be the Chairman of this group and will work with the following representatives of the different sub-classes of RPAS: Stephan Giguère (helicopter), Fabien Gagné (sailplanes), Raymond Forget (fixed wing), Jean Guy Ouellet, Yves Auger, David Haltrecht, and Mark Fogel (Multi Rotor). A jet turbine official is yet to be named.

A very significant by-product to these discussions is the interest to update our pilot training programs in order that new and existing pilots will be able to obtain instruction in a standardized approach as they upgrade their skills.

More details will follow in the coming weeks.

COPING WITH CORONA VIRUS

ZOOM meetings and Facetime have been the new norm to help keep in touch during this shutdown period. Flight simulators and Micro FPV drones for indoor flying are also in great demand.

Learning new technology is prevalent, especially in referring to flight controlled systems, flight controllers including flight stabilization systems, FPV systems, computerized transmitters employing OPEN TX, and more.

Those embracing new technology will always have new goals to achieve and will forever be challenged and stimulated.

MAAC AGM APRIL 10, 2021

Following our first virtual AGM in December of 2020, MAAC is now preparing for its second virtual AGM to take place April 10, 2021. See additional details in this edition of the Model Aviation Canada.

SASKATCHEWAN (K)

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Il ne se passe pas grand-chose depuis un moment, bien que je sois au courant de quelques modélistes qui construisent présentement un prochain projet, y compris moi-même. Je travaille sur un Cessna 120 à l'échelle un quart et j'espère reproduire la livrée de celui à bord duquel j'avais entrepris mon permis de pilotage, il y a bien des lunes. Notre directeur adjoint de zone est en train d'assembler un Spacewalker, lui aussi à l'échelle un quart.

La météo a été plutôt ahurissante ici en Saskatchewan mais aussi en Alberta et au Manitoba. Deux systèmes (qu'on appelle clippers en anglais) ont balayé un grand territoire à deux semaines d'intervalle, accompagnés de vents avec des pointes à 143 km/h, nous a-t-on rapporté.

Des félicitations sont de mise à l'endroit des pilotes qui ont bravé le froid au Jour de l'an. D'après ce qu'on m'a dit, Saskatoon comptait quelques hardis moussaillons, peu nombreux… mais braves!

A.G.A.

L'Assemblée générale annuelle (A.G.A.) du MAAC en 2020 a remporté beaucoup de succès, particulièrement au chapitre de la participation des membres. Comme tout premier essai, il y a eu des pépins techniques. Certains changements devront être apportés mais somme toute, c'était une réussite.

Le conseil de direction du MAAC planche présentement à la prochaine A.G.A., prévue pour le mois d'avril. Le même format de présentation sera à l'honneur, en webdiffusion. J'encourage tout le monde à y prendre part.

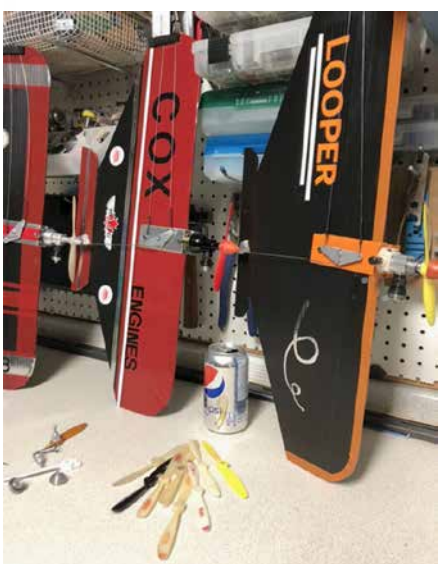
RENOUVELLEMENT DES ADHÉSIONS DE CLUB

Je désire rappeler aux officiels qui se penchent sur le renouvellement d'adhésion de leur club au MAAC de bien vouloir effectuer la mise à jour en ligne, conformément aux exigences du MAAC. Rendez-vous à MAAC>Resources>Documents>Groupe consultatif sur la sécurité.

suite à la page 90

Monty Summach awaits his turn in the circle. / Monty Summach attend de pouvoir prendre place dans le cercle pour le vol circulaire.

James Pitzel and sons fuel up a 1/2A biplane. / James Pitzel et ses fils alimentent en carburant un petit biplan 1/2A.



Man-Win Trainers built by James. / Man-Win Trainers qu'a construits James.

Duncan Campbell preps his SIG Mustang. / Duncan Campbell prépare son Mustang (du fabricant SIG).

SASKATCHEWAN (K)

Control line fliers in Saskatoon, SK. / Les modélistes adeptes de vol circulaire à Saskatoon (Saskatchewan).

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There has not been a lot going on this last while, although I know of a few people who are busy building, including myself. I am currently working on a ¼ scale Cessna 120, and hope to do it up in the colors of the one I started taking my privates pilots licence on, many moons ago. Our Deputy Zone Director is currently working on a ¼ scale Spacewalker.

We've had some pretty wild weather this year in Saskatchewan, Alberta and Manitoba. Two Alberta clippers, a week apart, blew through, with winds as high as 143 km/h were reported.

Kudos go out to those who braved the cool weather on New Year's Day, for a little flying. I understand Saskatoon had a small but brave bunch.

AGM

The 2020 AGM was very successful, particularly in terms of member engagement. As with any first attempt, it was not without its hiccups. Some changes need to be made, but overall, it went well.

The Board of Directors is currently working on the next AGM, to be held in April 2021. This too, will be the same format, and done via webcast. I would encourage everyone interested in attending to do so.

FIELD RENEWALS

I would like to remind those who are doing their field renewals to please read and update their fields online, as per the MAAC requirements. Go to MAAC>Resources>Documents>Advisory Group-Safety.

Then scroll down to 'MAP - MAAC Advisory Publication Tutorial' and download 'MAP 01 - T-1 - Flying Field Requirements' for how to do the update.

CONTROL LINE FLYING AT THE HUB CITY RADIO CONTROL CLUB

by Darryl Wurtz -- 41841

The HCRCC membership in Saskatoon very generously agreed to turn over the Geotex runway and club facilities once a month for some control line flying.

The Club has a number of members who, in addition to R/C, also build and fly control line models. We had some great morning and evening sessions, hampered somewhat by wind and rain on some occasions, but a fun time was had by the six or seven pilots who participated.

Amongst us, the only expert level precision aerobatics flier is Monty Summach, who flew his gorgeous PA-powered semi-scale Sea Fury through the AMA stunt pattern at several of the sessions. Monty is always ready to assist with starting a cranky engine or offering advice on flying and building control line models and we all

***continued** on page 90*

SUD EST DE L'ONTARIO (L)

The 24" span, sub 250g Willy Nillies DerFllugel flying wing on the building bench. / L'aile volante DerFllugel (un produit de Willy Nillies) à l'atelier. Envergure de 24 pouces, poids de moins de 250 grammes.

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En premier lieu, j'aimerais féliciter Brock St. Onge du Club OMFC puisqu'il a reçu ses « ailes » en octobre dernier, au terrain de vol. Brock est âgé de 12 ans et évolue au Club en compagnie de son grand-père, Don Holtby.

Il est toujours encourageant de voir des jeunes au sein du MAAC. Il m'a fait particulièrement plaisir de voir trois membres cadets participer à l'Assemblée annuelle de notre zone en 2020 et j'espère qu'ils s'impliqueront davantage.

L'aéromodélisme constitue une magnifique activité de famille et pour ceux et celles qui ont des proches dans la bonne fourchette d'âge, c'est une bien bonne façon de raffermir les liens. J'y ai moi-même effectué mon entrée en assemblant des maquettes de plastique avec mon père… et nous y adonnons encore ensemble. Mon voisin Eldon Weibe a facilité mon entrée dans l'univers des maquettes télécommandées au milieu des années 1980 en devenant mon instructeur au Kelowna Ogopogo Radio Controllers Club.

Si nous arrivons à intéresser les jeunes, notre passe-temps pourrait devenir une passion tout au long de leur vie. Bien sûr, plusieurs jeunes finissent par se tourner vers autre chose, mais l'intérêt a été provoqué et c'est cela qui pourrait les ramener plus tard; c'est ce qui m'est arrivé, une fois que j'étais devenu adulte.

Comment intéresser les jeunes?

Les simulateurs de vol constituent un bon point de départ, surtout ceux qui sont dotés d'un mode « compétition » comme Liftoff ou RealFlight. Cela peut pousser un « gamer » à s'intéresser à notre discipline en guise d'avenue pour la compétition.

La construction facilite aussi la pratique du passe-temps : traditionnellement, la porte d'entrée était la série de kits de Guillow's Models ainsi que les mini-kits Sparrow et Minnow (ce dernier, disponible auprès du MAAC). Plus récemment, les modélistes s'intéressent aux kits en foamboard de FliteTest.

Ces maquettes aident les enfants à développer des aptitudes grâce à la colle chaude et au matériau foamboard qu'ils utilisent à l'école. Ils peuvent construire des maquettes qui volent étonnamment bien, qu'il s'agisse d'avions de vol libre ou de vol télécommandé.

Combinez ce genre de kit avec les blocs de motorisation – communément appelés « power packs » en anglais – qui sont disponibles sur Amazon avec un émetteur de base et voilà! Vous avez un ensemble de vol complet bien peu dispendieux qui saura amuser petits et grands pendant de nombreuses heures. Ce sont des maquettes agréables à construire, comme je disais, peu dispendieuses (des feuilles de foamboard coûtent 1 ou 2 $ chez un magasin d'économie du type Dollarama) et on retrouve quantité de plans gratuits en ligne et des extraits YouTube.

Même si vous n'êtes pas en compagnie d'enfants avec qui construire, vous aurez du plaisir à assembler ces maquettes faciles à construire; les plus évoluées sont d'ailleurs capables de certaines prouesses. J'ai récemment construit la VersaWing (de FliteTest) en guise de planeur de pente et le plaisir était au rendez-vous!

Ces kits sont une bonne façon de développer ses aptitudes en construction, d'autant plus qu'ils ne nécessitent qu'un ou deux couteaux (je m'exécute à l'aide d'un X-Acto et d'un couteau à boîte), une bonne règle, un fusil à colle, du ruban d'entreposage (packing tape) ainsi que du ruban d'entreposage avec des fibres dedans. La plupart des personnes possèdent déjà ce genre de matériel à la maison et sinon, tout s'achète au magasin à rabais.

Je possède une petite quantité de kits du Minnow et du Sparrow. Si vous me voyez

suite à la page 90

SOUTH-EAST ONTARIO (L)

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First off, I'd like to congratulate Brock St. Onge of the OMFC for receiving his wings last October at the OMFC. Brock is 12 years old and flies at the OMFC with his grandfather, Don Holtby.

It's always heartening to see junior involvement in MAAC. I was very pleased to have three juniors attend the 2020 AZM and hope to see more engagement from them in the future.

Model aviation is a great family activity and for those of us with relatives in the right age bracket, it can be a great bonding experience. I got my start in the hobby building plastic scale models with my dad, an activity both of us remain very active in. My next door neighbour, Eldon Weibe, got me involved in RC when I was a kid in the mid-80s, teaching me to fly at the Kelowna Ogopogo Radio Controllers Club.

Getting juniors involved leads to a life-long hobby for some. While many drift away as they get older, it also sparks an interest that may bring them back to the hobby as an adult, as I myself did.

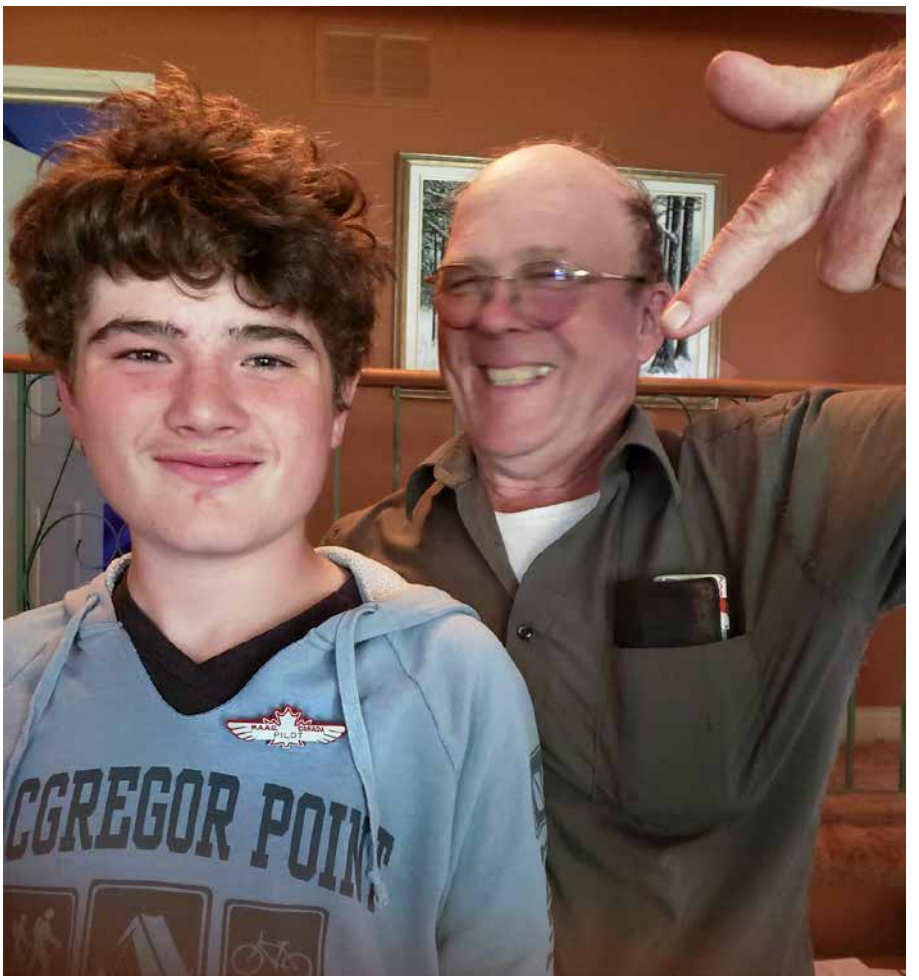
SPARKING JUNIOR INTEREST?

Simulators are one good starting point, especially ones with competitive modes like Liftoff or RealFlight. That can lead to a gamer becoming interested in model aviation as an avenue for competition.

Building can be a gateway as well, if not necessarily via the classic gateway of Guillow's Models, then via the Sparrow & Minnow from MAAC, or the foamboard models from FliteTest.

The foamboard models allow kids to take the craft skills with hot glue and foamboard that they use in school for so many craft projects and cheaply and easily build surprisingly good flying aircraft, both basic free flight and RC models.

Combined with inexpensive 'power packs' available on Amazon and a basic radio, this can be a very inexpensive entry into the hobby and provide hours of fun for both children and adults. These are fun models to build, extremely cheap (foamboard runs $1-2 a sheet at the dollar store) and there are free plans and YouTube tutorials online.



Twelve year-old Brock St. Onge shows off his wings in front of a happy grandfather, Don Holtby. / Brock St. Onge (âgé de 12 ans) exhibe les « ailes » qu'il vient d'obtenir; son grand-père, Don Holtby, est très heureux.

Even if you don't have children to build with, these are fun and easy models to start and the more complex ones can be quite capable. I recently build the Versa Wing from FliteTest as a slope soarer and it's been a lot of fun.

These are a great gateway to the building side of the hobby, as they require only one or two good knives (I build them with an X-Acto and a box cutter), a good straight edge, a hot glue gun, regular packing tape, and fibre-reinforced packing tape. Most folks will have that at home already and if not, it's a trip to the dollar store away.

I've got a small stock of Minnows and Sparrows, so if you see me visiting a field this summer and there are kids along, don't be surprised if I give them a model plane of their very own.

STAY AT HOME ACTIVITIES

With Ontario under a Stay At Home order as I write this, many will be looking for something to keep us busy. At this point, you've probably got through your backlog of repairs, unless you're me... I've still got two sailplanes that need nose repairs before next season.

Even if you aren't a builder, this winter is a great time to try it out. If you enjoy it, you've expanded your hobby for the future, and if it's not your thing, at least it's a way to spend some time and try something new.

Personally, I'm building a couple of balsa models. The classic SIG Wonder, which will be my first glow aircraft in 25 years and one of Willy Nillies' neat sub-250 gram models, the Der Flugel. For the new builder interested in balsa, there's been a lot of new

***continued** on page 90*

SUD OUEST DE L'ONTARIO (M)

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Paul Sousa, president du Club Sun Parlor R/C d'Amherstburg, nous a envoyé ce bref compte-rendu au sujet de sa nouvelle maquette préférée, le RetroM (de Mugu Models), qu'on peut voir au rpmjets.com.

LE RETRO-M

par Paul Sousa

« Eh bien, c'est un superbe avion dans un petit enrobage. J'ai adoré le design aussitôt que je l'ai vu. D'habitude, mes projets sont des copies volantes mais ce jet sportif était un de ces appareils que je devais absolument me procurer.

« Il s'agit d'une maquette de composite d'une envergure de tout juste 500 millimètres avec moteur arrière (turbine ou EDF). J'ai choisi la turbine Gaspar X45, qui offre 10 livres de poussée. Comme vous pouvez le constater d'après la photo, c'est une petite maquette mais ô combien performante! Elle requiert une procédure de démarrage de 18 secondes! Prête à voler, elle pèse juste en dessous des 11 livres.

« Le fabricant, Mugu Models, est sur un autre continent et l'usine est fermée en raison de la COVID-19. L'avion reviendra sur ma table d'atelier puisqu'elle s'est écrasée pendant son vol inaugural. Elle a très bien roulé au décollage et a grimpé sans problème – aucun ajustement nécessaire – et son centre de gravité était parfait! Mais l'avion a développé la 'tremblotte mortelle des ailerons' (la résonnance des ailerons, ce qu'on appelle en anglais le 'flutter').

« Après un circuit, j'ai éteint le moteur et j'ai ramené l'appareil vers le sol… l'avion s'est écrasé. Seul l'avant était amoché; le reste était en bon état.

« Les boîtes de fixation des ailerons sont sorties du recouvrement de l'extrados (dessus) des ailes composite, si bien que je devrai revoir l'installation. Cet avion volera une fois de plus l'année prochaine! C'était sensationnel et il était facile à voir malgré son petit format.

« Nous construisons nos maquettes pour les faire voler et les reconstruisons afin de recommencer… ça fait partie du plaisir de pratiquer notre passe-temps! »

SE PRÉPARER À 2021

Que font les clubs et leur exécutif respectif pour se préparer à la saison de vol 2021? Je suggère à tout le monde d'échafauder des plans de club, de prévoir

suite à la page 91

Len Bourel and Brad LaPointe of the Beanfield Flyers did what it took to go flying on December 31. "Len made our last flight of the year at 1524 hours local time. It was 2 above, and no wind. The mud was everywhere and even with the four-wheel-drive engaged getting out was interesting." / Len Bourel et Brad LaPointe (des Beanfield Flyers) ont fait ce qu'il fallait afin d'aller voler, le 31 décembre. "Len a effectué notre dernier vol de l'année à 15 h 24, heure locale. Il faisait 2 degrés Celsius et il ne ventait pas. Il y avait de la boue partout et même avec le rouage à quatre roues motrices enclenché, sortir de là a été, disons, intéressant."

The 10 lb Gaspar X45 turbine for the RetroM. / La turbine Gaspar X45 (10 livres) pour le RetroM.
photo by Paul Sousa

SOUTH-WEST ONTARIO (M)

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Paul Sousa, President of Sun Parlor R/C in Amherstburg, sends us a short report about his new favorite airplane, the RetroM by Mugu Models, see rpmjets.com

THE RETRO-M

by Paul Sousa

"Well, it's a great looking plane in a small package. I loved the design from the day I saw it. Usually, my builds are scale, but this sport jet was a must-have for me.

"It is all composite build, 500-mm wingspan, rear mounted turbine or EDF. I selected the Gaspar X45 turbine that puts out 10 pounds of thrust. As you can see from the picture, she is small but packs a great punch, also an 18-second start up! The plane's total weight is just shy of 11 pounds.

"The manufacture is overseas, Mugu Models, and they are closed right now due to COVID-19. The plane will be back on my build table as it crashed on maiden. It did a great roll-out, climbed beautifully with no extra inputs correction needed, the centre of gravity was spot on! But the plane started to get the aileron shake of death (flutter).

"After she had flown a circuit, the engine was shut down and the plane was brought in... but into the beans it went. There was only some front-end damage, everything else was great.

"The aileron servo boxes ripped out of the upper skin of the composite wing, so this needs to be done differently. It will fly again next year! It was a blast and easy to see, even given its size.

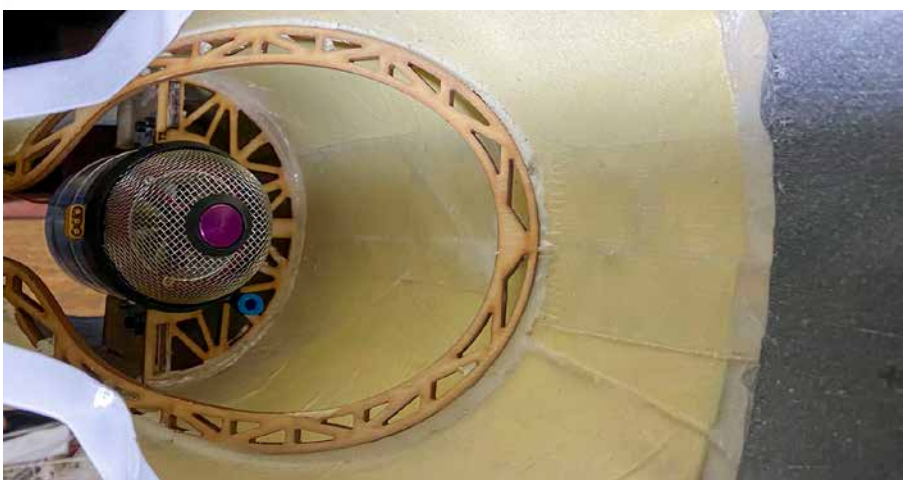
"We build, fly and rebuild to fly again...it's part of the fun of the hobby!"

Getting ready for 2021

What are clubs and executive doing to get ready for 2021? I suggest everyone makes their club plans, Fun Fly events, swap meets, contests etc. as you would any other year, this based on the fact that we will get a needle in the arm soon. Better to be prepared as you can always make changes down the road. Looking forward to a flying year! See you in the pits.

Paul Sousa poses with his RetroM by Mugu Models, 1500mm span, a 10 lb thrust Gaspar X45 turbine./ Paul Sousa et son RetroM. Produit de Mugu Models : envergure de 1 500 mm, mû par une turbine Gaspar X45 de 10 livres.

Photo by Peter Doupnik



A look inside the spacious RetroM fuse./ Coup d'oeil à l'intérieur du vaste fuselage du RetroM.

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photo by Paul Sousa

BUILDING AND FLYING A 3D PRINTED MODEL AIRPLANE

By Don McDonald

The advent of affordable 3D printers has opened up a whole new world to model airplane builders. My own excursion into the mysteries of creating an actual physical object from a role of plastic wire followed retirement and the construction of a heated shop.

Now I could glue little strips of balsa together on a real work bench instead of the kitchen table. Although in recent years my love of burning methanol in noisy little engines attached to fragile stick and fabric airframes has yielded to learning how to glue foam together and charge lithium batteries. Aging thumbs and dimming brain cells have made a conversion to little foamies more practical and lessened the flood of tears and bad language when those fragile gas models auger themselves into the ground.

As we age, we can - apparently - slow the dimming our faculties by taking up new challenges and keeping our mind active, according to those paid to tell you such things. Learning Italian or taking up the violin hold little interest for me, but learning new technical skills is top of the list.

Snooping around 3D printer web sites gave me enough information to decide that this was an area I should explore in more detail. The ability to print up my own pilot figures, wing tips, canopies, bombs and missiles was just too exciting to resist so I ordered a cheap 3-D printer kit. Thinking I would learn a lot about these gadgets by building one I opened the box with great excitement. Which changed to consternation at the hundreds of little parts in the box. The instructions were minimal and hard to understand so the whole thing languished under the work bench for a year. But... a challenge cannot be denied for long, so I sold the 'cheap' kit to a friend with more nimble fingers and tried again.

I wanted a Canadian supplier with some hope of phone support and found one in Toronto, called the Mech e-Store. As it turned out we planned to visit Toronto, where Mech has a showroom, and I was able to drop in and actually see their products and ask semi-intelligent questions. It all looked good so I came back home with another big box tucked in the overhead luggage compartment of a very full West Jet flight.

This time, when I opened the box there were only two parts. The overhead gantry that holds the print head was laid flat to make the box smaller. All I had to do was tip it up, attach it with four bolts and whoo hoo, all pre-wired and ready to go. And then the fun began.

THE PRINTER

There are many different kinds of 3D printer. It is a huge industry. For us humble home users the system of choice is an FDM printer. FDM stands for Fused Deposition Modeling. This process takes thin plastic filament, heats it in a nozzle and squirts it out onto a build surface. It is similar to an inkjet printer we would attach to our computers. In a paper printer the print head moves across the paper (sideways) while the paper is fed through and the printer head makes a layer of ink with each pass across the paper.

In a 3D printer the print head does the same thing except it lays down a thin layer of plastic on a build plate. The big difference is in the up direction. A 3D printer can lift the print head and produce a

second layer on top of the first one. Then a third, a fourth and so on until you have a statue of Napoleon, or whatever you like.

My printer is made by Creality, a company that builds many popular home machines. I bought their CR-20, a fairly compact and relatively cheap printer. With a pile of plastic filament spools and a few other odds and ends. Alltogether, it was well under the five hundred dollar mark... or about what an old trainer plane, engine, FM transmitter and field box cost back in the day.

The next step after tightening those four bolts and plugging in the printer was inserting the tiny memory card that came with the printer. This card contains some software and utilities, including an actual print file. Selecting this file started the printer and in half an hour I had a little plastic dog standing on a rock. Of course this was only after figuring out how to insert the plastic filament from the big spool into the printer. The first of many learning experiences. But hey, it's all about battling those dimming brain cells, right?

The printer can be run with the SSD card but it also has a USB port for connecting to a laptop. I found this a lot more convenient.

THE PRINT FILES.

This whole process starts with a model in a 3D CAD program. Someone has to do the work to produce an accurate file of whatever you want to make. A CAD file then has to be converted into an STL file. This stands for Stereolithography, and it is the format that can be used to actually print a physical object.

If you don't want to learn CAD yourself, there are hundreds of web sites that offer print files for download, many of which are free.

Since a 3D printer makes an object one layer at a time, it is like printing a little slice of the model, and indeed the software that actually runs the printer is called slicing software.

There are lots of slicers available on the web. Many printer manufacturers provide slicing software for their own printers but allow you to download the software for use on other printers. Ultimaker is a brand of fairly expensive 3D printers and they provide a slicer called Cura. It is free to download and works really well with most FDM printers. You open an STL file in Cura and it shows you the model, then slices it for printing and sends this information to the printer.

There is a web site called Thingiverse that hosts thousands of print files. Everything you can think of and more every day. It is a great place to go to download print files when you first start out in 3D printing and it's all free. Find something you like, pop the file into Cura, and print happily away. I spent a lot of time on this site and have the Darth Vader napkin holder to prove it!

AIRPLANE PARTS

So after many adventures learning the basics of printing, I turned my attention to airplane parts. I wanted to see if Thingiverse had the parts I was interested in and sure enough there were all kinds of bits and bobs... including an entire airplane.

My jaw dropped at that discovery. How could my little printer make an entire 72" RC model airplane? Well... one piece at a time was the answer I found. This was too much to resist so I put a lot of lonely hours into chasing the idea on the web and I actually found several sources of print files for airplanes. One which especially attracted me.

Eclipson is a European company that offers plans and print files for a variety of RC model airplanes. Their products are well engineered, they have online tutorials, good help files, and they answered my emails promptly. One of their models was especially attractive.

Their Model T airplane is a simple basic model that looked like a great first printing project. A mere sixteen Euros later and I had the complete plan set and print files safely on the laptop.

The airplane is built in a lot of pieces and these are all shown on the plans. Some of the fuselage bits are large but they all fit on my little build plate. So off we go, starting with the nose and working to the tail.

Keeping the parts stuck to the build plate so the print head doesn't chase it around and kick if off the plate turned out to be a very large frustration. Some research on the forums provided one answer. Good old fashioned glue stick. I saturated the build plate with glue and the parts stuck beautifully. Of course the goal is to get them off the plate and that took a bit of work with a paint scraper and screwdriver. Individual prints can take over 10 hours so It took the better part of a week to finish the printing, leaving me with a workbench covered in all kinds of plastic shapes.

THE BUILD

The Eclipson videos were a great help in assembling everything. There are glue tabs and brackets built into the print files so all the parts went together easily, another sign of the good engineering in the model.

Lots of CA glue and tape later, and something very much like an airplane was sitting on the bench. My 'drawer of shame' provided a motor and folding prop from a crashed glider which was ideal for this model. Same for the ESC and battery. The model had bays in the wings and fuselage that fit park flyer sized servos.

And there it was. Looking pretty in its Canadian Forces training colors. I intend to get decals to stick on it but for now I just had to get it in the air. After setting up the battery as close to the motor as I could the plane was still tail heavy. I had to scrounge up some metal plate and cut a small piece to get the CG right. This made the model a bit heavy and I worried that it would suffer in performance because of the extra weight.

SO HOW DID IT FLY?

It was a quick walk out to the pasture and then I tossed caution, and the airplane, into the wind. The Eclipson wanted to bank left after the throw but a bit of right stick straightened it out. And it was off and away into the sky. Overall if flew beautifully.

My worries about weight were all for nothing. The model climbed and flew with lots of power. It wanted to fall out of turns but a bit of elevator (and rudder in the steeper angles) kept it level.

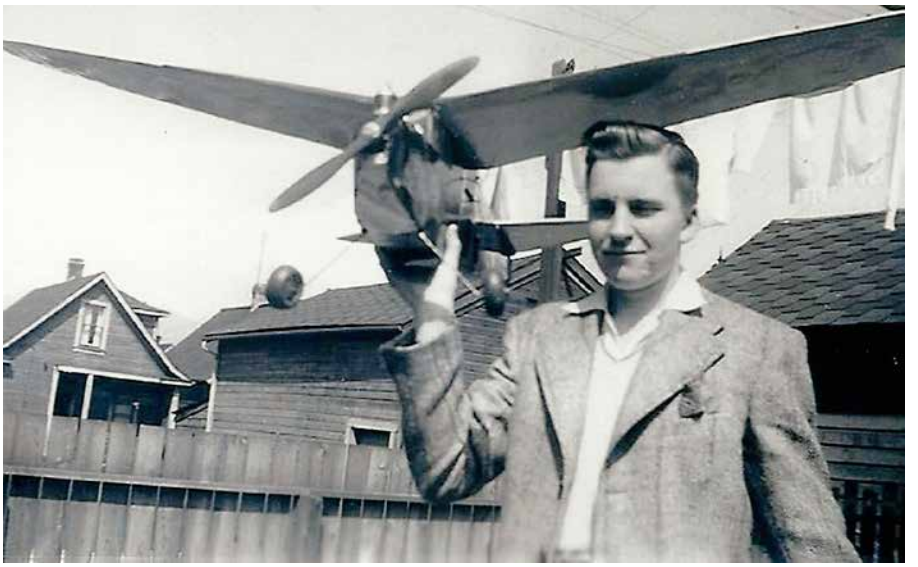
This model is a very easy flyer and looks great as it motors past. There is a bit of glider in this design and that shows itself when it is time to come home. Cutting power and letting it settle gave a beautiful smooth glide that just kept going straight towards the trees. Hammer the throttle forward and my trademark panic turn saved it that time, but lesson learned. (Make your base turn a lot further away this time dummy.) This time it settled into a long glide that gently ended in the grass beside me. What a nice airplane.

So I definitely have the bug now. Eclipson has many more interesting designs that I am lusting after. I recently found another airplane website, 3DLabprint, that offers warbird models. These look just spectacular.

Like a kid in a candy store I want them all. Fortunately my flying skills will provide a steady supply of motors and speed controllers for all the models I can print!. But hey, unlike the old balsa and fabric, if I break it this time, I can just print it up again. I might even learn enough CAD to create my own design.

MY STORY

By Jack Nellist - 75203



I was born in 1927. The last great year of the Roaring Twenties, a decade of economic growth and widespread prosperity driven by recovery from wartime devastation and deferred spending. It was a boom in construction, and the rapid growth of consumer goods such as automobiles and electricity.

Notable events: Charles Lindbergh flies The Spirit of St. Louis across the Atlantic nonstop and solo, direct from New York City to Paris, as the first solo transatlantic flight. Henry Ford reveals the Model A, all production of their famous Model T had ended. "The Jazz Singer" movie featuring Al Jolson marks the end of the silent film era. And The Lockheed Aircraft Company introduced the first Vega monoplane.

AN EARLY START IN AVIATION

I have always been interested in aircraft. Starting at age 11, I built model airplanes carved from balsa wood and assembled with airplane glue, I moved on to building flying models from kits that contained thin strips of balsa wood and tissue paper.

I joined the Vancouver Gas Model Club and built U-control and free flight models. The U-controls could be flown on any park or school grounds. We would take the free flight models out to Lulu Island.

Because of this passion for flight, I decided I wanted to be an Aeronautical Engineer. So... I contacted Curtiss Wright Technical Institute of Aeronautics in Glendale, California and they offered a one year home study drafting course. By 1944 I realized it would be another six months before I completed my Aeronautical Drafting course at Curtis Wright, so being a bit impatient, I decided to apply for a job at Boeing Aircraft.

I knew that I had several strikes against me. I was only 16 years old, with no previous experience as a draftsman, and no technical training. On the other hand I was almost 6 feet tall and I had samples of the drawings from my course.

I went down to the Boeing plant on Georgia street, filled out an employment form and had an interview. During the interview , no question was asked nor mention made of my age. They made some copies of my drawings and asked me to wait outside. Ten minutes later they called me in and told me I had been hired and to report for work at the main plant on Sea Island the next day.

STARTING AT BOEING

Boeing Aircraft had built the Sea Island plant because they had been given a contract to build 362 Consolidated PBY-5 Catalina flying boats that were needed on the West and East coasts of North America. The Catalina was an old and slow aircraft but it was a great Aircraft for finding and sinking submarines!

PBY-5A Catalina

The West coast was facing Japanese submarines which were 300 feet long and carried an aircraft with pontoons. By the end of December 1941, over 15 ships had been attacked or sunk off of Vancouver Island.

When I arrived at the plant, I was told that the drafting room was on the top floor of the old CPA hanger. There I found about 35 drafting tables in the room. While I was only 16 years-old, most of the men were middle aged - or seemed to be at the time - and the younger men often had some form of disability. In fact one young man had only one arm!

I was shocked to see that they had no drafting tools like a T- square or compass. They only had long steal straight edges. This was used to establish a vanishing point. They told me that since most of the women and many of the older men on the assembly line could not read an engineering blueprint, the Boeing office in Seattle had developed this concept where all the blueprints would be replaced with exploded and cut away views.

So circles would become ellipses! I had a lot to learn in a very short time. Thankfully, if an unit was small we could bring it back to our table along with the blue prints. Otherwise we could go down to the aircraft and make some sketches.

Boeing Aircraft, 1944

A CHANGE OF TASK

By the end of 1944, the last PBY for the U.S. Navy rolled out from the factory. We new there would be some changes.

They said the drafting office would be closed down, but five draftsmen would be transfered to the engineering department in the administration building. Thankfully, I was one of the five.

Meanwhile, Boeing was stepping up production of the new Boeing B- 29 Superfortress heavy bomber, which would be used in the Pacific against the Japanesee. The main assembly plant for the B-29 was Renton, Washington while another assembly plant was located in Wichita, Kansas and the Boeing plant on Sea Island was tooled up to produce the entire bomb bay section.

This was the largest section of the airplane and these sections would then be transported to trucks to the main assembly plant in Renton where the units from Vancouver, Bellingham, Seattle and other branch plants were assembled into the completed Superfortress.

On January 25, 1945, Boeing arranged to send a B-29 from Seattle to the Vancouver Airport to give all the workers a chance to see this beautiful aircraft. Little did we know that just over seven months later the B-29 would drop the world's most deadly weapon and end the war in the Pacific!

LIFE AFTER BOEING

Eventually, Boeing Aircraft of Canada announced that all air production in Vancouver would cease operations and an orderly program of layoffs would be announced. It was hard to believe that this huge aircraft plant employing nearly 700 people would be closed down.

I didn't want to receive my layoff notice so I quit and took a few days off before I began looking for another job. I had hoped that the company would begin to produce commercial aircraft after the war... but that wasn't to be.

Over the next six months I worked at three engineering companies, but all three went broke. The economy had changed. We had two recessions between 1945 and 1950.

I saw an ad in the Vancouver Sun that the B.C. Telephone Co. was looking for a draftsman. I went down to their head office and filed out an application. I was called in to have a physical by their company doctor, but they also told me that they had 100 applications for the job.

They called me two weeks later that I had been selected for the job. I would be was drawing relay racks for telephone operators. Compared to what I had been doing it was rather dull and boring, but by the early 1950s things began to change. By the 1970s I was the General Transmission Engineering Manager at Telus. I lead the development and implementation of fiber optic technology in the telephone network until I retired in 1984. We moved to Vancouver Island in 2002.

One of the first friend I met was Mike Jones, a radio engineer from Telus. Mike was a member of the PDQ Flyers. So I joined the club and began to build radio-controled model aircraft.

I built an Alpha 40, a P-51 Mustang and a Tango. I am 93 with limited vision, so Mike flys my planes.

Since I retired, I have traveled around the US and I have had the opportunity to fly in four WW11 aircraft, the Boeing PT-17, the AT-6 Texan, the P-51 Mustang and even a B-29!

Jack with his P-51 model.

Covid Sanity Project

By John Dennier

If you are looking for a project to keep you suitably distanced from the masses, what better than to build a model? Especially one that has been in the back of your mind for some time. That model which has been postponed because it was too complex or would occupy too much of your precious flying time or would be too expensive.

This is the time to find a project that will tick the boxes.

For me, I wanted the challenge of turning a blank foam sheet into a unique flying model.

During my exploration of the facets of our hobby I discovered that model jets perform really well and are not too difficult to master. I am especially impressed by the models made by Freewing two of which I have purchased from Motion RC. I currently fly a Venom and an L39. Both of which are superb.

Naturally the models offered by MRC, an American company, are mostly of US designs but I grew up in a low flying area of Yorkshire on a diet of British types. So I challenged myself to create a model that reflects those experiences. This particular model, a Sea Vixen, was of importance to me as it is the aircraft of which I was the plane captain - performing the final safety checks before flight - at ripe age of nineteen, serving in 893 Naval Air Squadron aboard HMS Victorious in 1966.

The model was made from a drawing available from Sarik models in the UK. The drawing is intended for a model to be built up mostly from balsa and ply, and comprises four sheets depicting the many structural parts required to accomplish this complex shape.

My efforts to build balsa / ply models seem inescapably overweight. Prop driven warbirds always require prodigious amounts of lead in the nose defeating any efforts to build a light structure. Although they fly well enough I felt the need to explore a build technique that involves a significant weight reduction.

Judicious positioning of the motor and battery disposes with the need for ballast in foam models which to my mind is a step in the right direction. I should point out that I fly exclusively electric powered models.

In the back of my mind was the idea which I had seen on the internet to incorporate a dense insulating foam as the main structural medium. I set about making the main formers and frames from the Sarik drawing in one sixteenth ply interspaced with appropriate blocks of foam shaped accordingly and glued together with water based contact cement. I was able to produce this 48 inch wingspan vixen with an all up weight ready to fly at a shade over seven pounds.

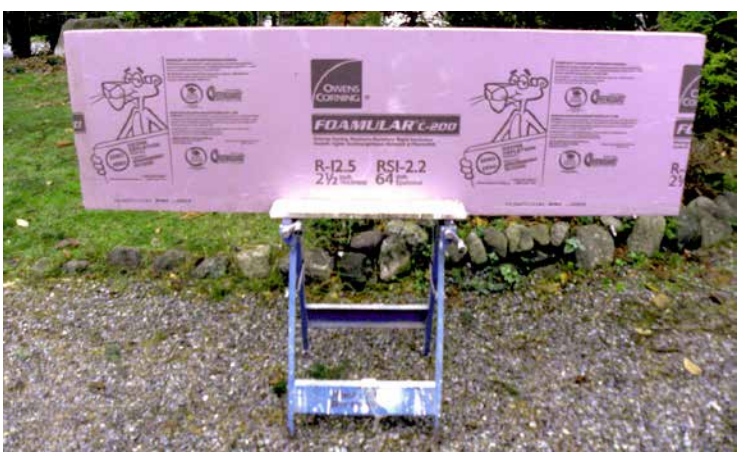
Water based contact cement might seem unusual but it offers little resistance to a hot wire foam cutter. PL glue can be used in

some areas where cutting has previously been performed but it is important to ensure that residue is not allowed to ooze onto a finished surface. The same applies to epoxy.

Foam cutting tools required include a two foot bow cutter - home made from PVC tube utilizing nicron wire and a power supply -, a hand sculpting tool, and a hot knife. The latter items come with power supplies.

A palm router can be useful to create cavities for such items as servos and landing gear etc.

I chose to model the Mk 1 vixen to avoid the weight, drag and complexity of the boom extensions on the Mk2. Propulsion is provided by a pair of 70 mm multi blade EDFs energized by a 6S 5000 mha battery all of which I purchased, including ESCs, from Motion RC spare parts listings of some of their stock freewing models.The canopy comes from Sarik.



Most of the remaining necessary components I found in my accumulation of bits and pieces salvaged and rescued from retired models including retracts and nosewheel steering. All of this scrounging conveniently ticked the 'not too expensive box.'

A skin of fibreglass cloth applied with Z Poxy finishing resin provided a paintable and strengthened surface.

The vixen is fundamentally a flying wing with a twin boom tail of classic De Havilland design. This provides sufficient lift to preclude the need for flaps which on the full size aircraft were of fowler type and were even molded around the boom under surface.

The drawing places the CG at 20 percent, presumably of the mean average chord. I placed my CG slightly aft of this spot. Influenced by an E Calc evaluation. It turned out to be adequate on the maiden flight with little pitch trim required.

The aircraft had a minor tendency to wander off to the left which was easily trimmed out with minor rudder and aileron tweaks. Including rudder control is a personal preference, which I incorporated here despite not being called for in the drawings.

The remainder of the flight was comparable with the Freewing Venom and L39 upon which I have built my jet flying experience. As expected the big wing enabled a soft touch down.

I am currently attempting another foamy project this time completely from scratch as there is no drawing available for a 48 inch wingspan Hawker Hunter that I can find so I am creating my own drawings.

With the current social restrictions combined with Western Canadian winter weather there is plenty of time to work around the design issues. The plan is to create another 48 inch model incorporating a 90 mm EDF.

I hope that this article has whetted some appetites to try this build technique. I have found it to be very rewarding as it gives the opportunity to make a model that is not among the kits and pre-builds on offer.

The Joy of Free Flight Power

David Acton and his sport FF model

By Roy E. Smith #7759L | aeronut@kos.net

This is a follow-up article to the one I wrote on free-flight in general in 2014, and there has been a major change in the free flight scene since that article was written.

ELECTRIC POWER

Over recent years the development of electric power has accelerated tremendously. Only a few short years ago the weight disadvantage was huge and the power levels were mediocre. The challenge then was to get worthwhile performance from the model. Present day motors, batteries, and controllers produce astounding power and the challenge now is in controlling the machine.

Electric power has created a whole new vista of powered free flight, but this article is intended only to cover powered flight using internal combustion engines.

BUILDER OF THE MODEL

With one exception, it is no longer required in free flight competition that the flier must have built his or her aircraft. The exception to this rule change is the Flying Aces classes (mostly scale rubber) – all of which still maintain the builder-of-the-model rule.

The requirement that the models must be built by the flier might have kept some people from attempting this aspect of model aircraft flying. Now that this rule no longer applies, that barrier is theoretically gone. Although, except for the complex models used in FAI competition, there is little or no source of supply of ready-built free flight aircraft for sale. This should not stop the aspiring novice. Most experienced free-flighters have far more models than they can ever use and, sad to say, there is an increasing supply of 'inheritance' models. I am sure that no-one who has an interest in trying out this side of the hobby will have any problem in locating suitable models to fly, and help with learning how to fly them.

A QUICK LOOK AT STABILITY

Before I get into the discussion of free flight power models I want to explain a feature that is found on nearly all free flight models – the rather exaggerated dihedral, often polyhedral, in the wings. The reason for the dihedral is fairly straightforward – it takes the place of ailerons. If the wing were flat, any tendency of the aircraft to tilt to one side would result in a potentially unstable situation. It is rather similar to a marble placed at the top of a sphere – it is fine as long as it stays there but any movement at all will cause it to continue to go further and further down the side on which movement initiated.

In the case of the aircraft, the instability is further complicated by the rear fin – as the craft slides sideways the drag from the fin points the nose in the direction of the slide and a spiral dive commences. A pilot can compensate for this by judicious use of rudder, elevator, and power but ailerons are much more effective. The pilotless aircraft cannot do that, although there was a British FF modeler, his name was Norman Butcher, who built pendulum controls into his models which operated ailerons and solved the stability problem (if properly proportioned) – before the days of R/C. If improperly proportioned these devices could also lead to some quite spectacular aerobatics.

The simple design fix, however, is to include a significant amount of dihedral in the wings. The effect of this can be explained in

different ways. If the aircraft rolls to the left then the wing on that side will become closer to horizontal and that on the other side will become even more angled. The left wing will thus generate more lift and the right wing less lift, so the aircraft will roll back to the right, correcting itself. Alternatively, we see that the lift forces on the wings are angled and meet at some point well above the fuselage – they thus act rather like a pendulum, if the aircraft rolls to one side then, because the lift is acting through a point even further to that side, the aircraft will tend to swing back again to be under its centre of lift.

Dihedral of that sort on an RC model can actually be an impediment – it can 'fight' what the pilot is trying to do – but zero dihedral can be problematic too, because the pilot is then required to provide all of the stability control, all of the time. On a free flight model, quite significant dihedral is highly recommended.

POWERED FREE FLIGHT

Powered free flight is one of many different categories in the overall free flight scene. It is the category that I enjoy the most, even though rubber-powered models and gliders are also very enjoyable and are included in my 'stable'. For me, there is great joy in launching a model into the firmament with an engine running that will accelerate it to speeds of 70 mph or more, straight upwards, within a few seconds, then see the engine stop and the model gradually pull itself into a gentle circular glide and ride a thermal until a timer trips and it is time for the aircraft to descend to mother earth. All of this with absolutely no input from the ground after it has been launched, the machine itself having been set up so that it will perform these feats all by itself. And therein lies the key, and the challenge. The aircraft will not do this without first being set up properly.

Roy Smith launches his C Nostalgia Dixielander.

There are many, many subdivisions and types of powered free-flight aircraft for the flyer to enjoy. Let me first go back into the early history of unmanned small aircraft. Once the first gliders and rubber-powered small aircraft had been flown, long before the days of man-carrying aircraft, many of the small unmanned aircraft that were then developed were powered by internal combustion engines. Stringfellow made the very first successful one, powered by steam - which I suppose, technically, is external combustion! He did it in 1848 – 56 years before the first manned flight!

SPORT MODELS

These typically look vaguely like full size (piloted) light aircraft, but they have been designed specifically as model aircraft, with proportions that make them stable at that size. Probably the most prolific designer of this genre was Vic Smeed of the UK, many of whose designs were published by Aeromodeller magazine. These aircraft typically climb gently to a reasonable altitude, then glide back to earth with a fairly rapid rate of sink after the engine stops. Many of these designs became the flight trainers for R/C as that technology developed – just as the C/L aerobatic designs led the way into R/C aerobatics.

FLYING SCALE POWER

As the name suggests, these are scale models of full-size aircraft, powered by IC engines. These are very similar to the sport models in many ways – the difference being, of course, that the proportions work at full-size, and with a pilot, but usually have less than optimum inherent stability when scaled down, making the trimming and flying of them rather more challenging.

Scale Power has always had a diehard following in the UK, Australia, and New Zealand but for some reason it does not enjoy much popularity in North America. Some chapters of the major scale free flight organization in North America – the Flying Aces Club – have even been known to ban powered aircraft from their events, even those being flown for fun. I am glad to say that Scale Power is now beginning to be seen! It is worthy of note here that a recent world champion in the free flight power category, Roy Summersby of Australia, not only flies the extremely high-tech FAI F1C power machines, but also flies FF scale power successfully.

POWER DURATION

These models are designed as purpose-built high-performance small autonomous aircraft, not meant to emulate any man-carrying aircraft. The engine run time is limited, as is the total flight time, in order to keep the machines within a reasonable distance of the launch point so that they can be retrieved and flown again.

A two-minute flight from a four-second engine run might not seem like a lot of excitement but believe me, the sense of achievement when you are able to do that consistently is very gratifying. Two minutes can seem like an eternity when you need to reach that in order to progress to the next round of competition.

There are many subdivisions in this part of the discipline but the aspects that they all have in common are that the aircraft are

designed to climb as rapidly as possible, for a very short period of time, and then to glide as well as possible after that.

A dethermalising (D/T) mechanism is included on the aircraft, which destroys the glide trim and enables it to descend safely once the maximum time has been achieved. This device usually tips the horizontal stabilizer up at the rear at an exaggerated angle. The tailplane then acts as an airbrake, effectively halting the aircraft's forward motion and thus destroying its lift. The aircraft then descends almost vertically, the wing acting more-or-less like a parachute.

The descent is surprisingly gentle because, as the aircraft descends, the airflow over the tail creates lift which, because of its angle, pushes the aircraft forward, thus creating some lift at the wing as well. In fact, the descent is so slow that if the aircraft is in a particularly strong thermal it may continue to rise even after the D/T has deployed.

The engine run times and maximum flight times have been established over the years to ensure that it is difficult to consistently achieve the target time without getting the aircraft into a thermal. So the challenge is not only to have an aircraft that climbs to a good height, and transitions into an excellent glide without losing any of that height, but also that the launch has been consistently timed so as to have the aircraft positioned nicely in a thermal when the glide phase commences, and then have it circle so as to remain in that thermal.

If this sounds complicated, that's because it kind of is. But, like most things, the rudiments are not difficult to grasp and the expertise builds with time and patience. There is a learning curve and it can be climbed step by step.

A further rule that is common to all free flight competition is that no part of the aircraft may separate during flight – so it is not permissible to drop the engine, for instance, after it has done its job of getting the aircraft to height, the model must glide while carrying the weight of the power plant.

There are also size groupings that are common to the various categories of free flight contest power aircraft. The smallest is for engines up to .020 cu. in. and there are five other categories all the way up to 0.61 cu in. There is a further category – Super D – for engines up to 0.67 cu. in., that is occasionally used – those models can be very impressive, a ducted fan schnuerle-ported .65 turning at maximum rpm on a low pitch prop certainly gets one's attention.

CLASSIC POWER

In classic power no trim alterations are permitted during the flight, not even from a timer installed on the aircraft. The aircraft must transition from its extremely rapid ascent, under power, to its glide phase, with no change in adjustment of any of the flying surfaces. An onboard timer is allowed, for stopping the engine and for operating the D/T mechanism at the end of the flight, but no other actions are allowed, either onboard the aircraft or from the ground, although radio operation of the D/T function is starting to be seen. The radio D/T can certainly prove useful in ending the flight before it meets trees or a pond.

This category can be further sub-divided into three – Oldtimers (pre 1944 designs), Nostalgia (pre 1957 designs), and Modern. In the Modern category any design can be used, and any engine or construction material, in the other categories the engines, the designs, and the construction materials must match the period.

Simon Blake launches his 1/2A Bounty Hunter

An F1C power model in glide mode.

Some limited variations to the construction details of Old Timer and Nostalgia models, and their engines, are allowed, but the limits are quite narrow.

A new category is just now being tried out – Golden Age of ½A – for designs from the period 1957 to 1969 – the engines for which are restricted to just two choices, both of .049 cu. in. displacement.

OPEN POWER

In open power any engine can be used (within the size category being flown) and any construction materials. In open events, in-flight trim changes to the aircraft are allowed, but not in any continuous basis from the ground, only by the use of a timer on board the aircraft. The stabilizer trim can be changed to manage the transition from the power attitude to the glide attitude, and to set the glide after the transition has been achieved, rudder position can be changed, wings can be folded during the power run and unfolded for the glide. As long as these changes are operated in a fixed sequence, from a timer that was pre-set prior to launch, and not effected remotely, virtually any aspect of the aircraft's trim can be changed during the flight.

FAI POWER

There are three international power categories. F1J and F1P - both for engines up to 1cc (0.061 cu in) - and F1C is for engines up to 2.5cc (0.15 cu. in.). In each category the rules primarily concern the minimum weight and the maximum and minimum wing loading. Within the limitations of these rules, for F1C and F1J just about any aspect of the aircraft's trim may be changed during flight – as long as it is not controlled from the ground, or in response to anything occurring during the flight, the changes must be pre-ordained and fixed for that flight. For the F1P category only engine and DT can be effected - just as In Classic Power.

With geared engines, folding propellers, folding wings, variable incidence tailplanes, and variable rudder position, these machines have formidable performance. Their construction is such that they are essentially manufactured items, requiring extensive tooling and manufacturing capabilities to create them. The flying of them certainly requires extreme care and precision, even quite small changes in trim can have highly significant effects at such high speeds. It is arguable, in this writer's opinion, whether the operation of these astounding machines requires more skill or knowledge than does the trimming and flying of those that allow no trim change at all during flight.

Jim Smith with his scale Avro biplane

Savoia Marchetti S.55
Fun with Foam

Photo by Aisling O'Malley

by Bruce Weaver

ABOUT THE ORIGINAL

The Savoia-Marchetti S.55 was a unique twin hull flying boat built in the mid to late 1920's. According to Wikipedia there were more than eight variants of S.55 aircraft, with more than 225 airframes being built.

Even though it had an unusual design, the S.55 was a remarkably airworthy aircraft. In its early days it set 14 world records for speed, altitude and distance with a payload. The S.55's greatest successes, however, were its many flights between Europe and the Americas.

The aircraft had a crew of two pilots and three to four other crew members. The pilots fly the aircraft from the cockpit situated in the mid-wing between the two hulls. It had a wingspan of 24 m (78 ft 9 in), a length of 16.5 m (54 ft 2 in), and was powered by two 370 kW (500 hp) V-12 water-cooled piston engines, mounted in tandem, each spinning a two-bladed fixed pitch propeller.

Photo by Aisling O'Malley

PLANNING THE BUILD

As a fan of the airplane, I decided to make a stand off scale model using Dow 1/2 inch and 2 inch blue foam insulation boards for most of the model's structure. It wasn't built for competition, just for fun.

My approacg to 'stand off' scale is that if you're not happy with the scale details and appearance where you are... just 'stand off' further away and watch as and the scale-like appearance improves significantly.

It works for me!

A set of plans for a 50 inch wingspan balsa version of the aircraft was downloaded from the plan sharing website Aerofred and then taken to a local Staples office supply store for printing. The file was expanded by 20%, providing me with a set of plans having the desired 60 inch wingspan.

Twin electric 3536, 950 KV brushless motors and 40 amp ESCs were used to power the model. The ESCs were connected with a Y harness, with one of the ESC's positive wires disconnected, so I could operate both motors simultaneously with only one throttle wire linked to the receiver.

Photo by Aisling O'Malley

CONSTRUCTION

The plans had a horizontal reference line drawn under the side view of the model. This reference line was used for all critical alignment purposes.

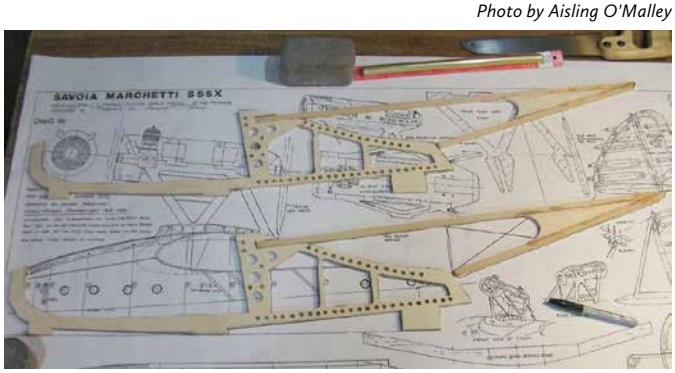
The modified twin hull keels made of 1/4 inch plywood and affixed spruce booms were constructed first. Keel alignment tabs were incorporated into the bottom of each keel to match the reference line on the drawings. These tabs keep the hulls level throughout the construction and are used for alignment/ measurement purposes during assembly. These alignment tabs are cut off after final assembly and before finishing the model. Using various sized drills, holes were drilled into the rear portion of the plywood to lighten the structure, but still retain its strength.

The spruce top rail of each boom was epoxied into the top portion of the keel and a wire and brass sleeve connection was epoxied to the keel at the rear of the hull to somewhat replicate the attachment arrangement of the lower booms to the hull. A piece of balsa was used in between the top and bottom rear portion of each boom. The wooden structures were sealed to waterproof the wood.

Paper templates traced from the plan's hull sides and bottoms were made. The hull sides were lengthened slightly at each end to allow for shrinkage that results as the bow and stern are bent in. The templates were used to outline the parts on the 1/2 inch foam board. Then the foam pieces were cut out using a utility knife.To facilitate bending the 1/2 inch foam board at the bow and stern, a saw was used to partially cut slices vertically into foam board. This permitted the foam board to flex (bend to shape) as necessary.

The keels, sides, bottom pieces were all glued together using Foam Cure glue and held together with clamps until cured. The step of each hull was reinforced with plywood.

The wing centre section was constructed of laminated 1/2 inch foam pieces shaped to coincide with the balsa rib outlines from the plans. Wiring channels were hollowed out in this wing section to facilitate future wiring. Four lengths of spruce were added into the top and bottom of the center wing section for reinforcing and to facilitate as anchor points for the four motor pylon struts.



The plans of the motor pylon were modified to facilitate the installation of the two desired electric motors. The original thrust lines for the glow fuel engines shown on the original plans were maintained for precisely locating the electric motors. A number of the plywood portions of the pylon structure were drilled with holes to lighten the structure and to facilitate air cooling the ESCs that are also installed in the pylon motor compartment. After final construction of the pylon, the struts were sanded giving them their airfoil shapes. Again, all of the wood was sealed for water proofing purposes.

Using a utility knife, hobby knife, Dremel, Dura Grit shaping tools and files, portions of the wing were cut out in desired locations for the installation of the elevator and rudder servos. Plywood servo mounting plates were epoxied in place. Then the servos were installed and secured to the plywood mounts with screws.

The centre wing section was Gorilla Glued to the inside vertical hull walls and to the inside of each plywood keel. The pylon was similarly glued into the wing and secured to the spruce reinforcing cross anchors. The plywood pylon struts and the foam board are exceptionally well secured together with the expanding Gorilla Glue. A trailing edge of triangular balsa was glued to the rear of the wing and inner sides of each hull.

Each brushless motor is powered separately by its own battery nestled into a battery compartment in the front of one of the twin hulls. The battery wires from the ESC were lengthened by soldering additional wire and the wires were extended down the inside front struts of the pylon, then through the wing into the individual hulls. The ESC throttle wire runs down the inside of one of the rear pylon struts and through the wing to the receiver.

The left and right wings were hot wired from a laminated sheet of 2 inch and 1/2 inch blue foam board. Balsa trailing edges were glued to the rear of each wing. The ailerons were cut out and hard balsa anchors were glued to the wing and ailerons for reinforcing/securing the aileron pin hinges in place. The two remaining center wing sections situated between the plywood keel and the outside wall of the hull were glued to each respective outer right and left wing.

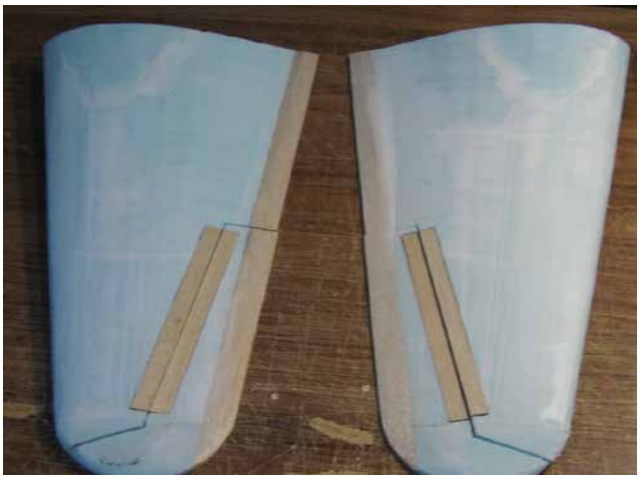
A thin aileron servo was mounted in the bottom of each wing on plywood mounts. Servo wire channels were drilled through the length of each wing using a hollow metal tube and electric drill.

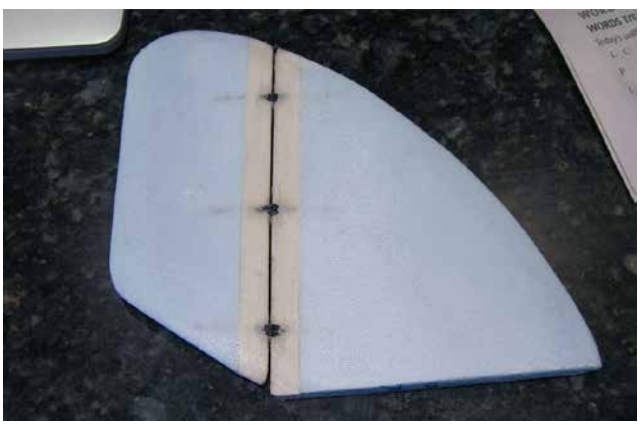
Before hinging, the wings and ailerons were sanded and surface dings and gaps were filled with light drywall spackling. Then the ailerons and wings were fibre glassed separately using 1.4 oz fibre glass cloth and water based EZ-Kote resin. Having fibre glassed only structural areas of models in the past, I found the process of fibre glassing all surfaces in this instance was very easy and the surfaces were ready for painting after applying a couple of coats of resin and light sanding.

The wing sections were then glued to the hulls using Gorilla Glue on all abutting surfaces. The expanded glue was trimmed where necessary and fibre glass was applied to the top and bottom of the centre wing section.

With the exception of the elevator, the tail horizontal and vertical sections were made from 1/2 inch blue foam board. The elevator was made of balsa to provide more strength than I thought the foam would have provided. Using the control surface airfoil outlines from the plans, all the foam components were shaped using a medium/fine Dura Grit file and sandpaper.

Similar to the ailerons, balsa pieces were incorporated in the structures for reinforcing the pin hinge anchors. The control surfaces were shaped and fibre glassed separately before hinging. The hinges





were installed using Gorilla Glue. The tail section was constructed as a single unit and the entire unit was glued with epoxy onto the booms, taking care to ensure proper alignment. The lengths of the spruce booms were reinforced using 1/16th inch plywood on both sides.

Final construction of the hulls and battery hatches involved more sculpting and shaping than anything else. Foam board was glued on here, cut off there, filed here, sanded there, and filled and shaped to finally obtain the desired shape of the aircraft.

The blue foam board as a model building media is very accommodating in this way. If you are not satisfied with an area's appearance, cut out the bad part. Glue another piece of foam in its place, then try again to get the area to reflect the desired shape. As a matter of fact, a friend advised me that in his previous hydroplane days, 'one of the rules on a planing hull was that the bottom corners had to be razor sharp and not rounded, otherwise the water goes up the sides and sucks the hull into the water, so it never gets on a plane." So, I took his advice and replaced the rounded bottom hull sides with the correct shapes which I had overlooked when I initially shaped the hulls.

After cutting off the hull alignment tabs and final shaping, sanding, filling and fibre glassing the remaining surfaces of the model was ready to paint. The entire model was spray painted with a semi-gloss white. Then the bottom of the hulls were taped and sprayed with a semi-gloss green. The top black areas on the top portions of the hulls, center section wing/hull areas and the leading edges of the wings were taped and sprayed next. The black wing trim chevrons and hull windows were made from black MonoKote adhesive trim sheets. The green chevrons on the wings were hand painted using dollar store paint after taping the patterns on the wings. The green and red strips were applied by hand to the rudders using a brush and dollar store paints.

The elevator and rudder control horns were attached. The three rudders were linked together to move simultaneously. The pushrods from the servos are made of stranded cables inside clear plastic sheaths running along the inside of each boom. The aileron control linkages were similarly completed.

Prior to the servos being permanently installed, their water resistance was enhanced by using a silicone conformal coating, following instructions I found on YouTube. The ESCs were each made water resistant by applying 5 minute epoxy into the wire ends, which was also a technique suggested on YouTube.

The servo hatch coverings were simply made of depron foam, covered with white MonoKote adhesive film sealing the openings. These hatch coverings have provided great water resistance so far and will provide ease of access to the servos, should such access ever become necessary in the future.

The model has an all up weight of six pounds, ready to fly with two 3500mAh 3 cell lipo batteries.

FLYING

The model was maidened on August 1, 2020 without the pylon cowlings and the cockpit canopy. It was very stable, only needing some elevator trim to level out its flight.

The model also promptly demonstrated its ruggedness and durability on its first landing approach, where it stalled at 20 ft, diving straight down into the lake like a pelican after a fish. It promptly bobbed right back up to the surface, right-side-up on its hulls. I gently applied some throttle (not thinking they would work) and was pleased to be able to taxi it back to shore all in one piece. The only damage to the aircraft involved some of the fibre glass having to be replaced on a bottom portion of one of the ailerons. The model has had many more flights since using both 3 and 4 cell batteries.

Moustache Model Works
DHC-2 Beaver Build

Fully assembled and ready for engine break in!

By Peter-john Thompson

In September 2019 I was trying to decide on a model to build during the winter that would help pass the time while waiting for spring and also present a bit of a challenge to my amatuer building skill. I browsed through the few RC model websites in Ontario searching for a plane kit that would meet these criteria and was immediately attracted to the image of the DHC-2 Beaver by Moustache Model Works on the Great Hobbies website. After reading the specifications, viewing the attached video and reading the Build Manual that was available to download, I decided to order the kit plus all the associated parts and pieces to complete the build.

I chose to use the recommended DLE-20 Gas engine as the mounting system was designed for it. I ordered the kit and received it late October.

November 1st I started the build. Following the Build Manual I assembled the horizontal stabilizer, elevator, vertical stabilizer and rudder frames. The framework consists of a tab and slot system and I must say that I was truly impressed by the accuracy of the fit. After assembling the frames I sheeted the parts with the provided balsa pieces and did the finish sanding which made them ready for the Ultracote covering. I moved on to the wings and got them ready also. I then covered those pieces, installed the hinges, painted the tips and put them aside. This part of the build took me about two weeks but that was only working on them for short time periods.

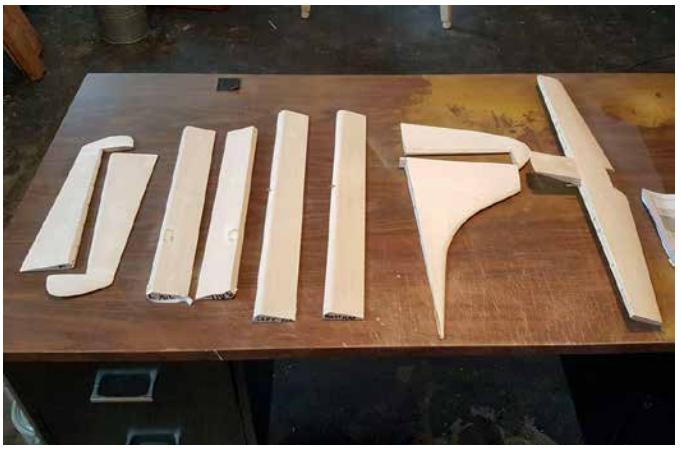
Next it was on to the fuselage.

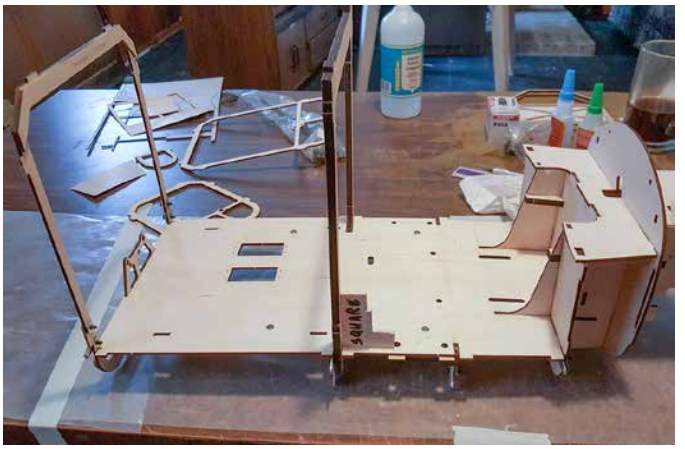
As you can see in the photos, the fuselage also is assembled using the tab and slot system. The attachment points for the floats are incorporated into the build. These are specifically a float kit that

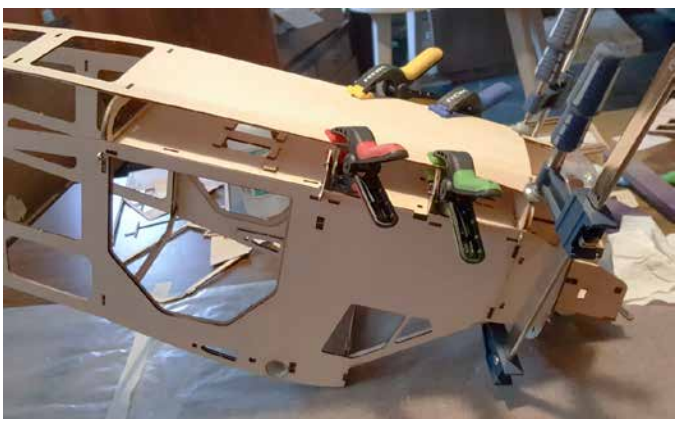
Moustache Model Works hopes to be available in the summer of 2021.

There was one small hiccup when installing the guide tubes for the steering cables for the rear wheel. The fuse formers were pre-drilled for the tubes, but I didn't check ahead of time and the holes turned out to be the wrong diameter for the tubes. Since the formers were in place, I was unable to drill them out to the correct size. My solution was to tie wrap the tubes to the formers. The elevator and rudder tubes were properly sized and went in with no problem.

Other than that, the model went together smoothly. After finish sanding it was time to cover the fuselage, install the servos, gas tank, receiver, batteries and engine. I used a length of brass fuel line and flexible throttle cable to activate the choke.







Victor Has Finished His Plane
By Andrew Lee Smith

Strange things have been done
in the hot August sun
on the blacktop at Elgin Ave. school.
As vacation drags on,
summer days become long
and young boys search for something to do.

But today something's new.
There'll be something to do.
Today will be all but mundane.
I have a rendezvous
at that Elgin Ave. school,
you see, Victor has finished his plane.

Through the summer it grew
all balsa and glue,
carefully crafted through day and through night,
All painted and doped,
on that day it was hoped
that the model would finally take flight.

The cicadas sung loud
on a day with no clouds
as I waited alone in the shade.
My role would be small
but with no help at all
the flight simply couldn't be made.

The plane did appear
with control lines and gear.
A more beautiful craft never found.
Not a word was spoken
on this solemn occasion
as the plane took its place on the ground.

The control lines were stretched
and all systems checked
as Victor prepared for this test.
Enough fuel for three minutes
for Victor believed its
first flight should be shorter than most.

His manner was calm
and the inspection went on
until Victor declared all was fine.
With a flick of his finger,
he spun the propeller
and the engine came to life with a whine.

I knelt behind quickly,
and held the plane firmly
as Victor ran to take up the controls.
He signalled to me
to set the craft free
and the plane slowly started to roll.

It taxied with flair
then, with a hop, took to the air.
The success of this test was at hand.
With power and grace,
the plane started to race,
a thing of beauty at Victor's command.

The plane was a sight
and seemed natural in flight,
but a problem appeared to be showing.
The plane continued to race
and Victor spun to keep pace
but his balance appeared to be fading.

A look of panic set in.
as it occurred to him
two minutes remained in the flight.
Though the dizzying speeds
were buckling his knees
he grit his teeth and prepared for a fight.

With all of his might
he held the line's tight
and staggered as the plane swept around.
As the speed of flight grew,
his revolutions did too
till he collapsed with a moan to the ground.

Set free from its bonds
Victor's plane carried on
and it arched in the sky toward the sun.
A more graceful display
then was seen on that day
will not likely be seen again soon.

It rolled and it spun
on its way to the sun.
An acrobatic ascent without bounds.
Then this plane of great beauty,
as if driven by duty,
banked and power dived into the ground.

Strange things have been done
in the hot August sun
on the blacktop at Elgin Ave. school.
As vacation drags on
summer days become long
and young boys search for something to do.

Today something was new
there was something to do
but the excitement we cannot sustain.
For his lines were too short,
and I'm sad to report
that, yes, Victor has finished his plane.

Andy Smith, my childhood friend and now a Vancouver based mining executive, wrote this poem decades ago while flying to a mine site in the Canadian Arctic by bush plane. He was very cold and thinking of the Robert Frost poem "The Cremation of Sam McGee" when these memories from our childhood surfaced as an airborne daydream. He set this true childhood story to the rhythm of Frost's epic poem. In December 2020, I transcribed his poem exactly as he wrote it from the original version that he mailed to me. I've always thought that this should be published and shared with others, but I have never made the effort to do so. I recently spoke to him and obtained his permission to share it. - Victor Gulewitsch

PUBLIC RELATIONS

Roy Rymer - 61172L
Committee Chair
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The question is often asked: "What exactly is PR?" Literally, public relations means relating to other people.

From our position within MAAC, this can be two-fold. First, how MAAC relates to its members; and second, how we relate to the outside world.

In the former case, it is up to our leaders to deal with the members in such a manner as to make them feel a part of the organization. Members must feel contented and take a pride in belonging. They must join and renew because they want to.

In the latter case, we need to project an image that shows us as responsible people enjoying an interesting hobby, engaging the young and the old, whilst harming nobody.

That is what we are, but do we project that image as we should?

Building models is done invisibly at home.

Our flying sites are often a long way from habitation and are also largely invisible.

If we want to truly relate to the public, we have to be visible and advertise ourselves in a positive light.

In days gone past, we held mall shows, flew demonstrations at sports arenas, worked with youth groups, and did many other things to advertise a positive presence in the community. These days, little of that is happening.

Previous demonstrations are now much harder to accomplish, or in some cases impossible. What we should do immediately is to put our heads together and think of ways to advertise and promote MAAC and the hobby.

Advertising costs money, but with our membership declining as it is, perhaps spending some money is the realistic answer. There is no simple and immediate solution to our declining membership. The hobby has changed dramatically over the past 30 years.

Buying anything, especially because of COVID-19, has become a matter of sitting at a computer and ordering online. Hobby shops have largely disappeared. Building our own models has turned into purchasing ready-made and ready to fly examples.

I do not know the answer to accomplishing membership growth. There is not a simple answer. However, if we do not act decisively, then the decline in our membership will only continue.

Advertising works. If it did not, then companies would not spend tens of thousands of dollars doing it. We must come up with viable ideas on how to advertise ourselves. Do you have any? I want to hear them.

RELATIONS PUBLIQUES

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Chef de Comité
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Une question refait souvent surface : « Que sont les relations publiques, exactement? » Littéralement, les relations publiques, c'est la façon dont on échange avec les autres.

De notre perspective au MAAC, cela peut s'articuler de deux façons. Premièrement, comment le MAAC échange avec ses membres; deuxièmement, comment nous échangeons avec le monde extérieur.

Dans le premier cas, il incombe à nos leaders d'échanger avec les membres de façon à ce que ces derniers sentent qu'ils font partie de l'organisme. Les membres doivent être satisfaits et retirer une certaine fierté de faire partie du MAAC. Ils doivent s'y joindre et renouveler leur abonnement parce qu'ils le veulent.

Dans le deuxième cas, nous devons projeter une image voulant que nous sommes responsables en pratiquant un passe-temps intéressant et que nous nous adressons aux jeunes comme aux plus vieux, tout en ne causant pas de torts à qui que ce soit.

Voici ce que nous sommes… mais projetons-nous cette image comme nous le devrions?

Nous construisons nos maquettes à la maison de façon invisible.

Nos terrains de vol sont souvent situés loin de toute habitation et demeurent, eux aussi, invisibles.

Si nous voulons vraiment échanger avec le public, nous devons être visibles et nous faire notre propre promotion sous un bel éclairage.

Jadis, nous organisions des expositions dans les centres commerciaux; nous présentions des démonstrations de vol en des arénas; nous pouvions travailler avec les groupes jeunesse; nous réussissions à accomplir plusieurs autres tâches afin d'assurer notre présence au sein de la communauté. Ces jours-ci, bien peu de cela se poursuit.

Les démonstrations d'antan sont difficiles à présenter, voire impossibles. Ce que nous devrions faire immédiatement, c'est de mettre nos idées en commun et de songer aux façons de faire la promotion du MAAC et du passe-temps.

La promotion, ça coûte de l'argent mais puisque le nombre de nos membres est en déclin, peut-être serait-ce réaliste de dépenser de l'argent en ce sens? Il n'y a pas de solution simple ou immédiate à cette dégringolade d'adhésions. Le passe-temps a changé de façon dramatique en l'espace de 30 ans.

Acheter quelque produit que ce soit – surtout en raison de la COVID-19 – s'est transformé en le geste de s'asseoir devant l'ordinateur et de commander en ligne. Les magasins de passe-temps ont essentiellement disparu. Construire nos propres maquettes s'est transformé en l'achat d'appareils assemblés et prêts à voler.

Je ne connais pas la réponse à un regain de croissance des adhésions. Il n'y a pas de réponse simple. Toutefois, si nous n'agissons pas résolument, cette diminution ne fera que se poursuivre.

La publicité, ça fonctionne. Si ce n'était pas le cas, les compagnies ne dépenseraient pas alors des dizaines de milliers de dollars. Nous devons trouver des idées « faisables » quant à la façon de nous « annoncer ». En avez-vous? Je veux les entendre.

RADIO SPECTRUM

Mark Betuzzi - 26605L
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Spektrum have introduced a new line of 2.4 GHZ receivers that you can program from your updated Spektrum transmitter. I will cover the highlights of these new and innovative receivers used for flying our radio controlled models.

The one I have purchased and programmed is the new AR637T receiver. It is AS3X, SAFE and equipped for telemetry options.

Ensure your Spektrum transmitter is registered and has the latest software. There is a great series of videos on YouTube to help you with the programming:

https://www.youtube.com/watch?v=hxHTmCK-IU4 .

I installed the AR637T into my Hobbico Hobbistar. It took me about an hour to go through the intuitive programming following the steps on the Forward Programming menu in my Spektrum DX9 transmitter.

For safety, the electric motor on your plane will not start if your Spektrum transmitter is still in the forward programming menu. Your receiver must also be on for the Forward Programming menu to be displayed in your radio.

With my airplane, I set up three flight modes, one without any SAFE flight mode, another with Safe enabled, and a third with variations on the SAFE and AS3X set-ups.

I flew the plane, trimmed it, waited three seconds and tried the SAFE features of the receiver. A flip of the switch when SAFE was off with the plane upside down and it immediately righted the aircraft and continued to fly straight and level. It's a great technology advancement to ensure safe and reliable RC flying.

SPECTRE RADIO

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Spektrum vient d'introduire une nouvelle gamme de récepteurs de technologie 2.4 GHz que vous pouvez programmer depuis votre émetteur Spektrum mis à jour. Je traiterai des points saillants de ces appareils innovateurs dont nous nous servons pour faire voler nos maquettes télécommandées.

Celui que j'ai acheté et programmé, c'est le nouveau récepteur AR637T. Il est compatible avec la technologie AS3X, le mode SAFE et les options de télémétrie.

Assurez-vous d'avoir inscrit votre émetteur Spektrum et qu'il est maintenant doté des plus récents logiciels. Vous retrouverez une série sensationnelle de vidéos sur YouTube qui vous aideront à le programmer : https://www.youtube.com/watch?v=hxHTmCK-IU4 .

J'ai installé ce nouveau récepteur à bord de ma maquette Hobbistar (un produit de Hobbico). Ça m'a pris environ une heure afin de parcourir la programmation intuitive en suivant les étapes du menu « Forward Programming » de mon émetteur Spektrum DX9.

Pour des raisons de sécurité, le moteur électrique de votre avion ne démarrera pas si votre émetteur Spektrum est encore en ce mode. Pour que « Forward Programming » soit affiché sur votre menu d'émetteur, votre récepteur doit aussi être en ce mode.

J'ai inscrit trois modes de vol pour ma maquette : l'un dévoulu du mode SAFE, l'autre alors que le monde SAFE était enclenché et le troisième étant une combinaison des ajustements SAFE et AS3X. J'ai piloté mon avion et ai procédé aux ajustements. J'ai attendu trois secondes et j'ai enclenché le mode SAFE de mon récepteur. Aussitôt que j'ai actionné le commutateur, l'avion s'est redressé et a entamé du vol en palier. C'est une bien belle avancée technologique afin d'assurer le vol de maquettes télécommandées en toute sécurité.

Transports Canada *suite de la page 57*

désignation (titre) de pilote… Une fois de plus, consultez la directive MSD-25 pour les détails.

Espace aérien contrôlé

Finalement, j'ai le plaisir d'annoncer que les discussions avec NavCanada ont repris relativement aux opérations de membres du MAAC dans ou en dessous d'un espace aérien contrôlé. Nous avons assisté à une première visioconférence cette année afin d'initier le contact. J'en ferai rapport à mesure que le dossier progresse.

Poursuivez votre pilotage attentif et en observant notre Code de sécurité et surtout, restez en sécurité et en santé.

TRANSPORT CANADA ADVISORY GROUP

Mark Winstanley - 9587L
Committee Chair
rusty505050@gmail.com

I hope that you all had a good Holiday season and that everyone is keeping safe and getting ready for a bumper flying season this year.

The Transport Canada Advisory Group (TCAG) gets quite a few enquiries from members and from outside of MAAC wondering what kind of operations are covered by the Transport Canada exemption.

The answer is quite simple. If you are a member of MAAC in good standing operating your model (RPAS) for recreation, then, you are exempted from complying with Canadian Aviation Regulation (CAR) Part IX. Anyone else must comply with CAR Part IX.

Of course, flying under the exemption means that you must comply with all of the new MAAC Safety Code that apply to your type of RPAS. When you received your new membership card recently, you will have signed it acknowledging that you have read and will comply with the Safety Code.

This is non-negotiable. You must comply. I highly recommend that you take the time re-read the Safety Code.

One of the new requirements is for us to mark our models with at least our MAAC number and a phone number. MPPD-10 gives a suggested template that you can use. Print out a whole page on self-adhesive labels so that you always have some on hand. Typically, RCMP inspections look for this label when called to an incident. Make sure you have one installed somewhere on the model.

The TCAG and Safety Committee Chairs recently conducted their first annual review of our compliance to the exemption. The report should be available on the website soon. The review concluded that MAAC is in compliance with most items through the recent update to the Safety Code.

So you can see that in order to maintain compliance, MAAC members and clubs must follow the Code.

PILOT DESIGNATIONS

You will have noticed, on your new MAAC card that most of you have a designation of "RC Pilot - Fixed Wing". Pilots still in training will not have received this designation.

Any pilot who was a member in 2018 has been grandfathered under MSD-25. Newer members will be expected to demonstrate competency to operate their models to a designated person in their club before receiving their pilot designation...Again, see MSD-25 for details.

CONTROLLED AIRSPACE

Finally, I am pleased to say that discussions with NavCanada have restarted concerning MAAC operations in or under controlled airspace. We have had our first virtual meeting this year to initiate contact. I will report more on this subject as the issue progresses.

Please continue to fly thoughtfully, in compliance with our Safety Code and, above all, stay safe and healthy.

GROUPE CONSULTATIF, TRANSPORTS CANADA

Mark Winstanley - 9587L
Chef de Comité
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J'espère que vous avez tous passé un excellent temps des fêtes et que tout le monde demeure en sécurité tout en se préparant à une prochaine saison du tonnerre (espérons-le).

Le Groupe consultatif de Transports Canada reçoit un grand nombre de requêtes en provenance de membres du MAAC et de l'extérieur quant aux opérations qu'autorise l'exemption fédérale.

La réponse est très simple. Si vous êtes membre en règle du MAAC et que vous faites voler votre Système aérien télépiloté (SATP ou en anglais, RPAS) à des fins de loisirs, vous êtes exempté des exigences de la Partie IX du Règlement de l'aviation canadien (RAC). Tous les autres doivent observer les dispositions de cette Partie IX.

Bien sûr, si vous faites évoluer vos maquettes selon l'exemption, vous devez cependant observer toutes les consignes (qui s'appliquent à votre SATP) du nouveau Code de sécurité du MAAC. Lorsque vous avez récemment reçu votre nouvelle carte de membre, vous l'avez signée en reconnaissant que vous aviez lu -- et que vous entendez vous y conformer – le Code de sécurité.

Cela n'est aucunement négociable. Vous devez observer ces conditions. Je vous recommande fortement de relire ce document du MAAC.

L'une des nouvelles exigences, c'est d'identifier nos maquettes avec au moins notre numéro de membre MAAC et un numéro de téléphone. La directive MPPD-10 offre un gabarit à utiliser. Imprimez une page d'étiquettes à l'aide de votre imprimante et vous en aurez toujours à portée de la main. Typiquement, les agents de la GRC qui procèdent à une inspection rechercheront justement cette étiquette s'ils devaient se présenter sur les lieux d'un incident. Assurez-vous d'affixer une étiquette sur chacune de vos maquettes.

Les présidents des comités – consultatif de Transports Canada ainsi que celui de la sécurité – ont récemment procédé à une première révision de notre conformité à cette exemption. Le rapport devrait bientôt être déposé au site Web. Cet examen a conclu que le MAAC répond à la plupart des points énumérés grâce à la récente refonte du Code de sécurité.

Désignation des pilotes

Vous aurez noté sur votre nouvelle carte de membre du MAAC que vous jouissez maintenant d'une désignation – pour la plupart des membres – de « Pilote RC – voilure fixe ». Les pilotes qui en sont encore à leur formation n'ont pas encore reçu cette désignation.

Tout pilote qui était un membre de notre organisme en 2018 bénéficie d'une « clause grand-père » sous l'égide de la directive MSD-25. On s'attend à ce que les nouveaux membres montrent leur aptitude à piloter leurs maquettes auprès d'une personne désignée du club avant de recevoir leur

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VOL CIRCULAIRE

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L'année commence très lentement en raison des protocoles de la COVID-19, ce qui ralentit évidemment bien des choses. Au moment d'écrire ces lignes, je ne possède pas la liste complète des membres du Comité de vol circulaire mais je m'attends à accueillir de nouveaux visages cette année, une fois que les choses se seront tassées. Par ailleurs, je suis heureux de demeurer en poste à titre de président dudit comité.

J'aimerais remercier nos membres qui ont pris le temps d'écrire à notre président et à notre conseil de direction afin de faire connaître leurs sentiments au sujet de la compétition et de notre affiliation à la Fédération aéronautique internationale (FAI). Une fois l'Assemblée générale annuelle terminée, les membres s'étaient prononcés; 86,5 % étaient contre l'intention de retirer l'Aéro Club du Canada de notre charte.

L'ACC, comme on l'appelle, s'attend à réclamer moins d'argent des cotisations du MAAC puisque le Canada est maintenant placé à un échelon moindre… nous sommes tous simplement moins de membres et ce chiffre diminue.

Votre président de comité – en l'occurrence, moi – a accepté une invitation à siéger au sein du sous-comité international F2 (vol circulaire) de la FAI, en plus de faire partie de la liste du MAAC des experts techniques de la FAI. Je crois que cela augure bien si nous voulons demeurer au fait des nouvelles qui émanent de l'Europe.

Justement, tous les modélistes du Royaume-Uni dont les maquettes pèsent au-delà d'un (1) kg devront les inscrire auprès des autorités aéronautiques britanniques (cela inclut les maquettes de vol circulaire). À Singapour l'année dernière, l'école de formation des adeptes de vol circulaire a cessé ses opérations pendant un moment parce qu'on avait inséré les modélistes au sein de la réglementation de Singapour sur les drones, ce qui nécessitait un déboursé – l'équivalent de 80,00 $ pour inscrire chaque séance de vol! En entendant parler de cela, les pilotes de vol circulaire sont chanceux d'avoir été entièrement exemptés des règlements de Transports Canada sur les Systèmes aériens télépilotés (SATP) (drones télécommandés).

Initially, this McCoy 35 Bluehead motor didn't look too bad. / Initialement, ce moteur McCoy 35 Bluehead ne paraissait pas trop mal.

Dick McCoy tried so hard to help the modeler, yet this hapless fellow still got it wrong on his re-assembly! / Dick McCoy a tellement tenté d'aider le modéliste. Pourtant, cet ancien propriétaire a manqué son coup en réassemblant le moteur!

RÉUNIONS ZOOM

J'ai participé aux visioconférences ZOOM et je trouve que l'expérience est valable. Conséquemment, j'ai demandé à mon directeur de zone si le conseil de direction du MAAC songera à commander les réunions par ZOOM des comités permanents; la British Model Flying Association l'a fait, elle.

Ce point de discussion a été placé à l'ordre du jour du conseil de direction et, si approuvé, les communications entre les membres des comités du MAAC et les intervenants intéressés s'en trouveront améliorées.

This is bad news: the piston baffle should ALWAYS face away from the exhaust port. This one's clearly in backwards. / Mauvaise nouvelle : le déflecteur du piston devrait TOUJOURS se trouver à l'opposé de l'orifice d'échappement. Celui-ci était manifestement installé à l'envers.

Once reassembled using Klotz Benol (castor oil), the head and plug are checked for leakage using soapy water. A good 'snap' over compression of the test assembly prop, indicates this engine should run well now. / Une fois réassemblé, à renfort d'huile de ricin Klotz Benol, la tête et la bougies sont inspectées pour fuites à l'aide d'eau savonneuse. Une fois qu'on entend un 'snap' en compression (hélice installée), nous avons toutes les raisons de croire que ce moteur tournera rond à partir de maintenant.

NOUVELLE ÉPREUVE DE VITESSE

Il semble bien qu'une nouvelle épreuve de vitesse pointe à l'horizon chez le Balsa Beavers Club. Ses membres songent à la catégorie Weatherman Protospeed (maquettes profil) qui a recours à des moteurs O.S. Max .15 LA. Les intéressés entendent se servir des plans suivants : https://tinyurl.com/1p4dw6ta.

L'idéateur de ce projet ludique est Brad

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CONTROL LINE

Once disassembled, the individual parts have been cleaned, de-coked and inspected for flaws. I'd love to know what Dick McCoy was thinking with some of these rather unusual design features in the head. / Une fois le moteur démantelé, les pièces ont été nettoyées, libérées des résidus de carbone et inspectées pour y déceler la moindre fissure. J'aimerais donc savoir à quoi pensait Dick McCoy lorsqu'il a incorporé ces caractéristiques inédites à la tête du moteur.

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We're off to a slow start this year in that COVID-19 protocols are slowing down a lot of things. As of this writing, I don't have the full list of our C/L committee members but expect to have some new faces this year, once things are settled. I am pleased to again be your C/L Committee Chairman.

I would like to thank our members who took the time to write to our President and Board of Directors regarding your feelings about competition and FAI affiliation. With the virtual AGM done, the members have spoken (86.5%) against moving the requirement to affiliate with the Aero Club of Canada out of the Constitution.

The ACC, by the way, is expecting to charge MAAC less dues money than before, as Canada is being placed on a lower fee-paying tier, due to declining overall membership.

Your Chairman has also accepted an invitation to sit on the International FAI F2 (control line) Sub Committee in addition to being on MAAC's FAI list of Technical Experts. I believe this will bode well to keep us informed of the latest news coming out of Europe.

Speaking of which, all modelers in the U.K. with models weighing over 1 kilogram will have to register them with their U.K. aviation authority (this includes C/L models). In Singapore last year, the C/L model flying school was shut down for awhile as they were included under the Singapore Drone Regulations which required ~$80.00 to register every time you wanted to go flying! So, indeed Canadian C/L fliers are fortunate that we have been excluded from the Transport Canada RPAS (drone / RC) regulations completely.

ZOOM MEETINGS

I have attended international ZOOM meetings and have found the experience to be valuable. As such, I have asked my Zone Director to see if the MAAC Board of Directors will lend consideration to sponsoring ZOOM meetings for the Standing Committees, as the British Model Flying Association does in the U.K.

This item has been placed on the Board of Directors' agenda and if approved, this will enhance communication between all MAAC committee members and interested parties.

NEW SPEED EVENT

It looks like a new speed event is on the horizon with the Balsa Beavers Club. They are looking to fly Weatherman Protospeed with profile models using their club's O.S. Max .15LA motors. The plan they intend to use can be found here: tinyurl.com/1p4dw6ta

The originator of this new event is Brad Lapointe. I look forward to a report on the first contest. Sounds like cheap FUN to me!

IS THIS NOSTALGIA ENGINE JUNK?

So, yet another nostalgia engine made its way to the Power by Paul engine repair shop. Initial symptoms were very poor compression, but what I found was that this poor engine was victim of yet another case of improper re-assembly after being taken apart.

External signs were the head was bolted on sideways, as was the backplate. Two head screws were missing, and the piston and cylinder were installed backwards (180 degrees out).

I don't think the engine was run this way, because the piston baffle showed signs of hitting the head at the top of the stroke! Several screws were replaced due to them being 'grounched' (tech term describing apprentice type work) using the wrong size of screwdriver. I think the original owner then gave up at that point and left this fine engine for dead... until now!

VOL CIRCULAIRE ACROBATIQUE

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La chronique de ce mois-ci comporte la conception d'une nouvelle maquette électrique, l'œuvre de Ken Bird, d'Edmonton (Alberta).

Merci Ken de partager ce compte-rendu et le succès qu'a remporté le D'Arcside. J'invite tout le monde à songer à contribuer un tel article pour inclusion dans la chronique, à même les pages de Model Aviation Canada.

D'ARCSIDE

par Ken Bird

« J'ai eu la piqûre d'essayer la propulsion électrique après avoir vu Chris Cox et Al Resinger livrer combat lors du rassemblement Prairie Fire, en 2016. Leur installation de composantes électriques m'a beaucoup impressionné, surtout la répétition – et la fiabilité – du système de propulsion et la liberté que cela leur procurait de personnaliser la puissance moteur selon les conditions du moment. De plus, leurs maquettes étaient silencieuses et on ne terminait pas les vols avec de l'huile sur les doigts!

« Mon désir de tenter l'expérience électrique a été finalisé lorsque j'ai observé les meilleurs pilotes du Canada et des États-Unis en compétition – et remporter des victoires – à l'aide de maquettes électriques au cours des années subséquentes.

« En mai 2018, je me suis résolument engagé lorsque j'ai commandé un système de motorisation électrique auprès d'Igor Burger. J'ai la chance de profiter des enseignements et des expériences de ces géants de l'industrie au sein de notre passe-temps, ceux-là mêmes qui ont été les pionniers du vol acrobatique électrique et qui continuent de déployer les efforts, toujours insatisfaits qu'ils sont de maintenir le statu quo.

« En premier lieu, il importait que je procède à ma propre comparaison entre les moteurs conventionnels de maquette et mon installation électrique. J'étais disposé à investir ce qu'il fallait afin de comprendre ce que pouvait produire une combinaison électrique à la fine pointe de la technologie, comparé à un appareil à silencieux auquel était greffée une chambre d'expansion (tuned pipe).

« Je possédais un Geo XL que j'avais acheté d'un autre modéliste et que j'avais décidé de convertir en plateforme d'essai pour motorisation électrique. Je l'ai appelé 'FrankenGeo' et celui-ci s'est avéré un excellent banc d'essai pour explorer les exigences et différences d'ajustement en vol qui sont propres à la motorisation électrique. La maquette comportait aussi sa part de défis d'alignement, si bien que la conversion m'a aussi offert l'occasion de traiter de ces problématiques.

« La conversion à la motorisation électrique visait à se rapprocher, en autant que possible, à l'installation qui aurait été faite lors d'une toute nouvelle construction. En dépit de son apparence un peu discutable, l'avion a très bien volé, tant et si bien qu'il est devenu mon appareil principal au cours de la saison.

« Le FrankenGeo m'a aussi offert autre chose que son système de motorisation et les particularités d'ajustements pour le vol; il m'a aussi permis d'identifier de quelles composantes 'essentielles' j'aurais besoin à bord de mon prochain projet, le D'Arcside. Cela comprenait :

- un accès rapide au compartiment batterie à l'aide d'une façon simplifiée d'installer celle-ci;
- un nez allongé devant les ailes de façon à avancer le centre de gravité, compte tenu de la motorisation électrique;
- un accès plus facile au commutateur et

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CONTROL LINE PRECISION AEROBATICS

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This month's CLPA column features the development of a new electric-powered machine by Ken Bird of Edmonton.

Thank you, Ken, for sharing the story of the development and success of D'Arcside.

I invite everyone to consider submitting material for inclusion in future Model Aviation Canada Control Line Precision Aerobatics columns.

D'ARCSIDE BY KEN BIRD

"I first got the bug to try electric after watching Chris Cox and Al Resinger compete at Prairie Fire in 2016. I was very impressed with their electric set-ups, especially the repeatability and predictability of the power system and the ability to tailor the power delivery for the conditions. On top of that, their planes were quiet and didn't get you all covered with oil!

"My desire to try electric was further cemented when I watched some of the best flyers from Canada and the U.S. compete – and win – with electric-powered stunt ships in the following years.

"In May 2018, I officially committed when I placed my order for an electrical power set-up from Igor Burger. I am fortunate to stand on the shoulders of those giants in our hobby who pioneered electric stunt and continue to invest in the effort, never satisfied with the status quo.

"First up, it was important to me to make my own sound comparison between IC and electric power set-ups. I was prepared to invest whatever it took in order to have an understanding of what a top-shelf electric-powered effort could deliver compared to a piped ship.

"I had a Geo XL that I had bought from another modeller that I decided to convert into an electric test bed. I dubbed it "FrankenGeo", and it proved to be a wonderful platform to explore the various trim requirements and differences specific to electric power. The plane also had a few alignment challenges, so the conversion also provided an opportunity for me to address those issues.

"The full conversion to electric power took place with the new system installation being as close as possible to what a new build would provide. Despite the patchy appearance from the retrofit and conversion, it flew quite well. So much so that it became my main airplane for the season.

"Along with the power system and trim experience that FrankenGeo provided, it also allowed me to identify some "must have" items required for D'Arcside. These included:

- Quick access to the battery compartment with straightforward battery mounting;
- A longer nose forward of the wing to provide a more forward CG with the electric power; and
- Easy switch and arming plug access.

"My goal was to make a model with a reasonable weight that was stiff and torsionally rigid, specifically with respect to the wing, flaps, and fuselage. This meant shear webbing the main spar and the trailing edge of the wing so that when it was covered, I had a sound, three-cell wing box.

"The flaps were made from the straightest and most firm balsa I had, but it was not the lightest by any stretch! To get the fuselage more rigid, I made it wider throughout and also trussed and shear webbed the top and bottom of the fuselage box. This certainly cost in terms of weight -- and arguably may have been a bit overboard -- but I am quite happy with the result.

"In terms of finishing, I wanted a basic dope finish that was easy and less time consuming to apply. I used Polyspan and 0.2 oz carbon veil to cover the airplane.

"On its maiden flight, the performance of D'Arcside felt comfortable and very familiar. It was as if I had already flown it a dozen times. As its wheels silently touched down on the field, I knew that electric was going to be my first choice for power from here on.

KEY D'ARCSIDE FEATURES:

- Built-up Cox/Resinger Hell Bear wing planform
- 685 sq. in. with flaps and tips
- Sharp LE flat stab/elevator – 170.75 sq.in
- Full span flaps with a flat profile

continued on page 91

SAM/VOL LIBRE EXTÉRIEUR

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Two Majestyks belonging to Roy Smith. / Deux des maquettes de Roy Smith.

Bonjour les amis de la Société des anciens modélistes (SAM) et du vol libre. J'aimerais remercier Richard Barlow de son appui indefectible et de sa contribution de chroniques pour les fins de la revue. Le travail m'a gardé très occupé.

Les restrictions liées à la COVID-19 au pays – et de par le monde – ont eu un impact très important sur notre quotidien, y compris sur nos activités de modélisme. La plupart d'entre nous avons été confines à notre atelier au lieu de nous rendre au terrain de vol. Cela complique nos vies mais j'espère que tout le monde demeure en santé et sorte à ce que nous puissions bientôt reprendre nos activités de vol.

Le vol libre compte plusieurs adeptes au Canada et un bon contingent est actif au sein d'un volet ou l'autre de la Fédération aéronautique internationale (FAI). J'aimerais vous demander de m'envoyer un courriel et de me faire connaître quel est votre volet d'activité. J'aimerais constituer une base de données de ces activités de sorte à faire la promotion de notre passe-temps entre nous et afin d'entraîner la curiosité de nouveaux modélistes. Récemment, on m'a fait parvenir des renseignements sur des records de vol libre qui ont été établis, même si possiblement incomplets. Je les ai inclus dans les pages à la suite de cette chronique.

Si vous avez des photos ou des articles que vous aimeriez faire publier dans cette revue, veuillez me les faire parvenir et je m'assurerai qu'elles/ils le soient. Avec un peu de chance, tout le monde aura droit à une meilleure année. Demeurez en santé et en sécurité.

LES MAQUETTES

par Richard Barlow

Si vous avez construit un Minnow et un Cloud Tramp, la prochaine étape consisterait à passer à une maquette de bâtonnets et de papier de ricin (stick and tissue) à propulsion élastique. Ce type est plus performant mais nécessite davantage de temps de construction.

Il existe une catégorie de compétition qui est idéale pour des maquettes performantes tout en étant axée sur les novices. Il s'agit de la catégorie P-30. Si vous effectuez une recherche en ligne, vous y découvrirez une véritable mine de renseignements. On retrouve notamment les règlements au https://www.hippocketaeronautics.com/ff_ou_p_30_rules.htm.

L'un des avantages de cette catégorie, c'est que les règlements stipulent que vous pouvez recourir à une hélice manufacturée et non fabriquée de façon artisanale. En fabriquer une, c'est tout un

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The cover of the December 2007 issue of Model Aviation Canada Magazine./ La page couverture de Model Aviation Canada (décembre 2007).

David Loveday - 7073
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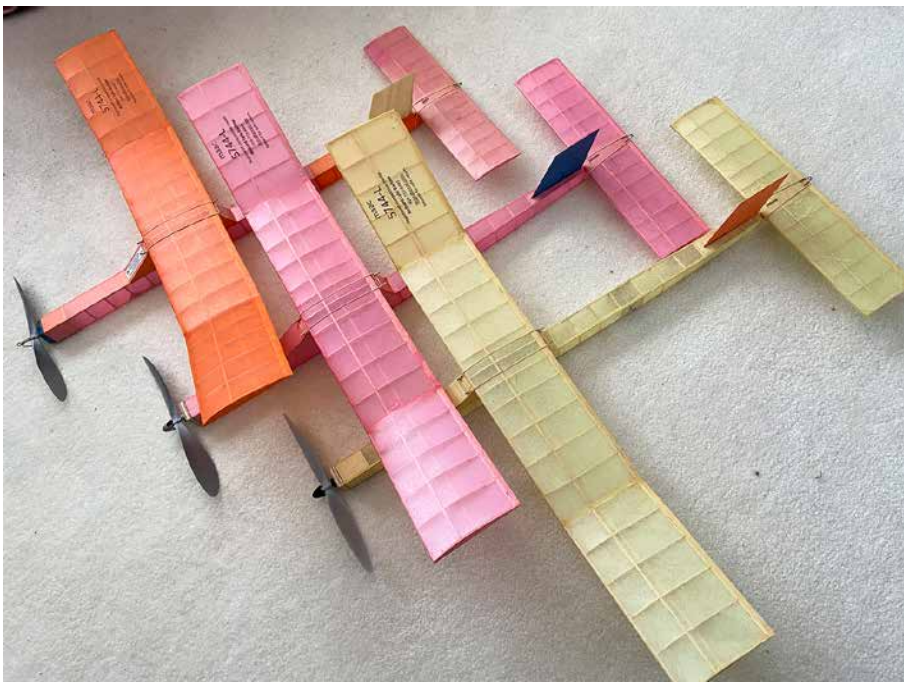
Hello friends of SAM and free flight. I would like to thank Richard Barlow for his continued support in submitting articles for the magazine, as I have been very pre-occupied with work.

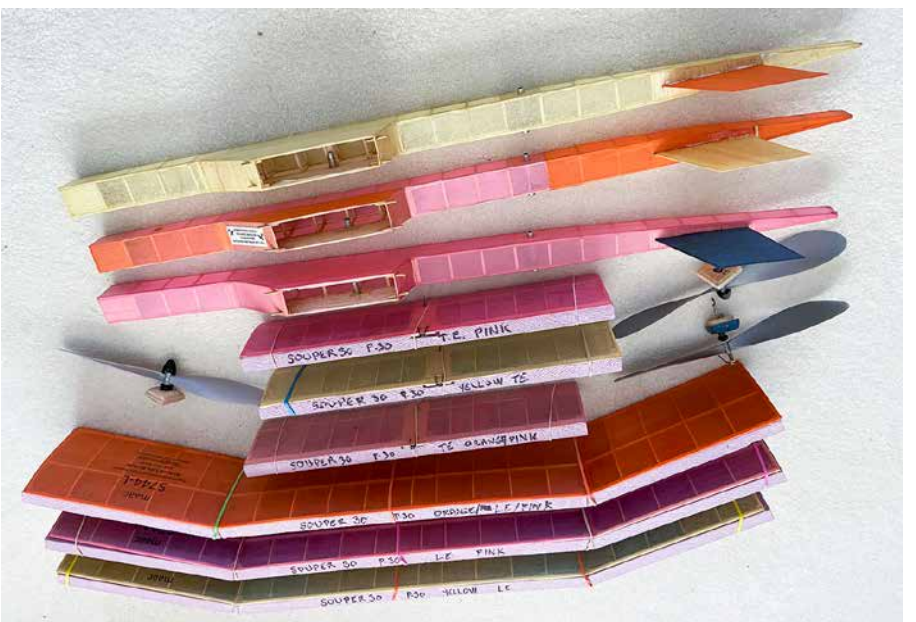
COVID-19 restrictions throughout our country, and the world, have definitely had an impact on our daily lives, including our modelling activities. Most of us have been confined to a workbench, rather than spending time at a flying field. While this has made things difficult, I do hope that everyone stays healthy and safe, and that we can get back to flying again, soon.

Free flight has a good following in Canada as well as a large community of flyers involved with the FAI level of competition. I'd like to ask you all to send me an e-mail and let us know your interests in this discipline of modelling. We would like to get a database of activity together so we can try to promote our hobby amongst ourselves and to generate new interest from new modellers. Recently, I was sent some information regarding free flight records, however complete or incomplete they are. I've included these on the pages following this column.

If any of you have pictures or articles you wish to see in the magazine, please forward them along to me and I will see that they get published. Hopefully, everyone has a better year ahead. Stay healthy and stay safe.



Three of Richard Barlow's Souper 30s. / Trois des Souper 30 de Richard Barlow.



In storage, all flying surfaces are in Styrofoam cradles to prevent warps. / Lors de l'entreposage, toutes les gouvernes et ailes sont installées dans un berceau de Styrofoam afin de les protéger de tout gauchissement non voulu.

P-30 MODELS

by Richard Barlow

If you have built a Minnow and a Cloud Tramp, then the next step would be to progress to a 'Stick & Tissue' rubber model. These are higher performing but take somewhat longer to build.

There is a competition class that is the ideal entry to high performance models which is specifically aimed at the novice. This class is called P-30. An internet search on P-30 rubber models will expose a gold mine of information. The rules can be found at: https://www.hippocketaeronautics.com/ff_ou_p_30_rules.htm.

One of the advantages of this class is that a plastic ready-made propeller is specified. Carving wooden props will be a future article, as it can be challenging.

For this article, I am going to feature two P-30 models. One, the SOUPER 30 – a Lee Campbell design -- is the easier to build and cover as the wing is flat bottomed. The other, MAJESTYK -- a Thom Greenhalge design -- is slightly harder to cover as the wing is under cambered.

A longtime friend of mine, Roy Smith, loves the MAJESTYK, and has added small modifications which improve the performance even further. If interested, I can

***continued** on page 65*

défi et je m'y attarderai dans une future chronique.

Pour celle-ci, je vous parlerai de deux maquettes P-30. La première, le SOUPER 30 – un design de Lee Campbell – est plus facile à construire et à recouvrir parce que l'intrados (dessous) des ailes est plat. L'autre, le MAJESTYK – un design de Thom Greenhalge – est plus difficile à recouvrir parce que l'intrados est courbé (ce que les anglophones appellent 'undercamber').

Un ami de longue date, Roy Smith, adore le MAJESTYK et y a apporté de légères modifications qui en améliorent la performance. Si vous êtes intéressé, je peux vous mettre en contact avec lui. Roy et sa maquette ont fait la page couverture de cette revue en décembre 2007. Cette photo montre aussi le stand ('stooge') qu'il utilise afin de remonter son moteur élastique. C'est un dispositif de construction assez simple et je le recommande fortement.

Le SOUPER 30 gagne encore un nombre respectable de concours et c'est une de mes maquettes préférées. Des kits sont annoncés en ligne chez https://02be11e.netsolstores.com/FFRubberPowerKits.aspx. Ou encore, vous pouvez construire les SOUPER 30 et MAJESTYK à partir de plans. Je possède les deux dans ma collection. Si vous communiquez avec moi, je peux les faire reproduire et vous les expédier moyennant le coût de la poste. Envoyez-moi un courriel au ffclrc@gmail.com. Si vous avez besoin d'aide, utilisez cette même adresse.

Les plans s'expliquent d'eux-mêmes alors j'attire simplement votre attention sur quelques points. Pour qu'une maquette à propulsion élastique offre une bonne performance, l'hélice doit soit tourner librement ou se replier lorsque la maquette plane, une fois que l'élastique s'est entièrement débobiné. Sur la photo, un côté montre un mécanisme artisanal typique afin de faire librement tourner l'hélice. L'autre photo montre un dispositif commercial plutôt ingénieux, le Gizmo Geezer.

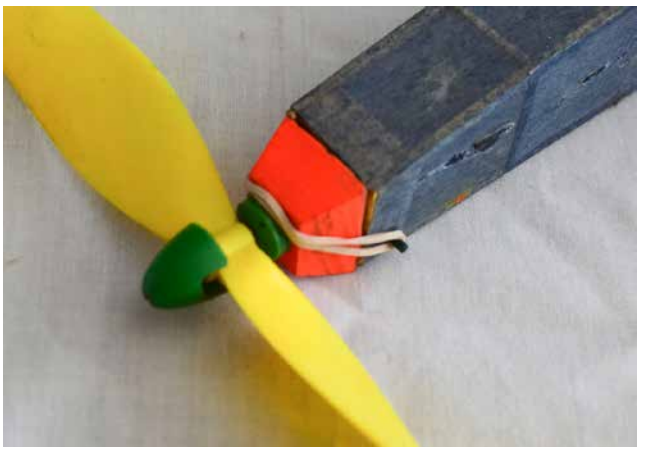
Le regretté Orville Olm – un Canadien – avait conçu celui-ci. Model Aviation Products le fabrique maintenant. On peut consulter le lien suivant : https://www.modelavihttps://02be11e.netsolstores.com/FFRubberPowerKits.aspxationproducts.com/products/gizmo-geezer--free-flight-products/14. Je le recommande aussi fortement et cette compagnie offre du service hors pair.

Le Gizmo Geezer comporte quelques avantages. Il fonctionne très bien, il épargne du temps et il vous parvient avec une bande de ruban adhésif de plomb afin d'équilibrer l'hélice. Les règlements stipulent clairement que l'hélice doit être disponible commercialement et qu'elle ne peut être équilibrée qu'en ajoutant du plomb sur une seule hélice. Si vous bénéficiez d'une hélice équilibrée dès le départ, ça aide.

Il faut aussi garder en tête qu'il vaut mieux utiliser de l'enduit-colle (les anglophones l'appellent dope) de nitrate. L'enduit au butyrate est à l'épreuve du carburant mais puisque nos maquettes n'utilisent pas cette variété de moteur, vous n'y gagnerez rien. De plus, l'enduit au nitrate rapetisse et resserre le papier de ricin plus uniformément. N'utilisez pas la variété colorée… elle est trop lourde pour vos besoins. Si vous tenez à adopter une livrée colorée afin de reconnaître votre appareil, utilisez du papier coloré.

Je vous rappelle qu'il faut maintenant apposer votre nom, adresse et numéro de membre MAAC sur la maquette. Vous pouvez perdre ces petits appareils en vol et peuvent se retrouver dans un arbre et c'est pour cette raison que j'en construis habituellement trois à la fois… tout comme les Cloud Tramps. Vous pouvez d'ailleurs imprimer vos renseignements directement sur le papier de ricin. Préparez le format sur votre imprimante. Insérez soigneusement une feuille de ce papier collée à une feuille de papier ordinaire dans votre

suite à la page 66



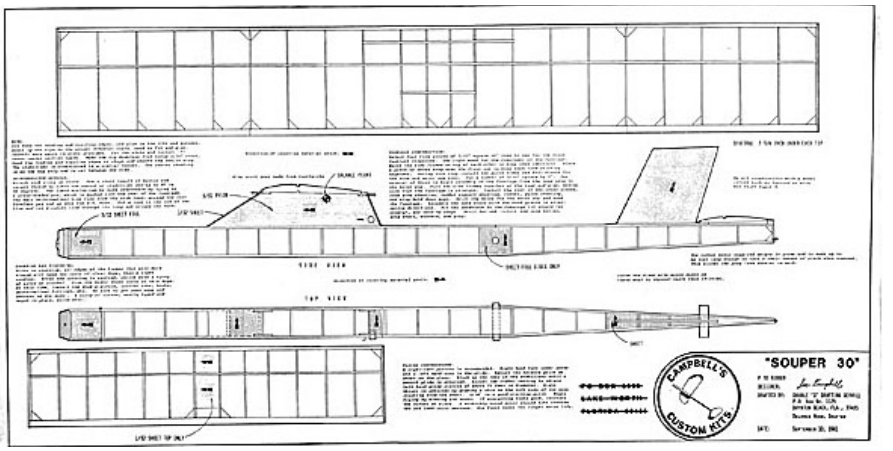
A Gizmo Geezer installed on one of Roy Smith's Majestyk, but with a different propeller. / Un Gizmo Geezer installé sur l'une des maquettes Majestyk de Roy Smith, mais avec une hélice différente.

Roy Smith's Majestyk uses a fused dethermalizer to tip up the tail. / Le Majestyk utilize un stabilisateur pivotant muni d'une mèche dethermalizer.

All flying surfaces need small tabs for alignment. / Toutes les gouvernes sont munies d'une petite languette afin de faciliter l'alignement.

put you in touch. Roy and his model made the cover of this magazine in December 2007. This photo also shows the use of a winding stooge. This is fairly easy to construct and is highly recommended.

The SOUPER 30 still wins a lot of contests and is a personal favourite. Kits for both are advertised online, from https://02be11e.netsolstores.com/FFRubberPowerKits.aspx. Otherwise, it is easy to build either model from just the plans. I have both plans in my collection. If you contact me, I can have them copied and mailed to you at cost. E-mail me at: ffclrc@gmail.com. If you do need help of any kind, use that e-mail address.



The plans are reasonably self-explanatory so I will just draw your attention to a few key points. For any rubber powered aircraft to perform properly, after the rubber has unwound, the propellor must either free wheel or fold for the glide. On the photo, one side shows a typical home-made free-wheeling mechanism. The other shows an ingenious commercial unit known as the Gizmo Geezer.

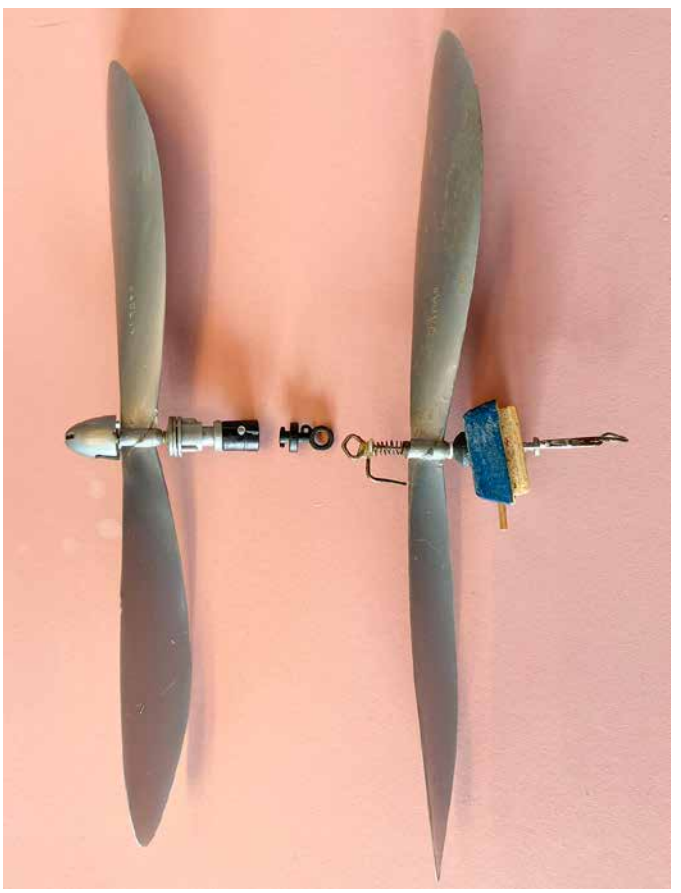
Designed by a Canadian, the late Orville Olm, the unit is currently manufactured and available from Model Aviation Products at the following link: https://www.modelaviationproducts.com/products/gizmo-geezer-and-free-flight-products/14. I highly recommend it as well as the service provided by this company.

The Gizmo Geezer has more than one advantage. It works like a charm, saves a lot of time, and it also comes complete with a strip of adhesive lead tape to balance the propeller. The rules clearly state that the propeller must be commercially available and that an unbalanced propeller may only be balanced by the addition of weight to one blade. Starting with a balanced propeller helps.

Another key point to remember is to use nitrate dope on your covering. Butyrate dope is fuel proof, but as we are not using engines on these models, that is of no benefit. Nitrate has more consistent shrinking qualities. Do not use any coloured dope – it weighs too much. Use coloured tissue in order to achieve a distinctive and highly visible colour scheme.

I'll remind you to put your name, address and MAAC number on the model. They do fly away and get stuck in trees, which is why I usually build these three at a time, as I do with Cloud Tramps. You can print your identification directly on tissue. Make up your label on a computer. Carefully tape tissue to a sheet of typing paper and feed into printer. Be very careful or you can jam the printer.

Lastly, set up a dethermalizer as shown. It is thrilling to see your model climbing in a thermal, but it is nice to be sure of getting it back."



Propellers: Gizmo Geezer on the left. Homemade on the right. / Hélices : Gizmo Geezer sur la gauche. Hélice 'maison" sur la droite.

MODEL SUPPLIES

The days when model shops were never hard to find are gone. A great deal of what we get now has to be online. FAI Model Supply, at https://www.faimodelsupply.com, is a great supplier of rubber, coverings, dethermalizer fuse, tools, rubber lubricant and kits.

Of course, it is good to shop Canadian whenever possible. Kanata Aircraft Models -- kanataaircraftmodels@gmail.com produces short kits of many models of all types. In addition to their established line, they are open to suggestions of other models to kit and they will provide custom short kits of any design if asked. Look for them on Facebook. A short kit comprises all the shaped wooden parts, without strip wood or hardware.

POSTAL CONTEST?

In a country as vast as Canada, centralized contests are not always practical, especially with the pandemic still presenting problems. I mentioned in the last issue that we could hold postal contests for Cloud Tramps or P-30. More on that in the next issue. That is still open if I get requests to arrange these.

Enjoy your building and be ready for warmer weather.

imprimante. Patience parce que sinon, le papier pourrait se coincer dans l'imprimante.

Enfin, installez une mèche de type dethermalizer, comme illustré. C'est passionnant de voir votre maquette monter dans un thermique… mais c'est encore mieux de pouvoir la récupérer.

MATÉRIEL

L'époque où on retrouvait facilement des magasins de passe-temps est révolue. Nous devons maintenant de plus en plus nous tourner vers les achats en ligne. Vous trouverez une excellente gamme de caoutchouc, recouvrements, mèches dethermalizer, outils, lubrifiants et kits auprès de FAI Model Supply, au https://www.faimodelsupply.com.

Bien sûr, mieux vaut magasiner au Canada, si possible. Kanata Aircraft Models – kanataaircraftmodels@gmail.com – produit des short kits de plusieurs maquettes de plusieurs disciplines. En plus de cette gamme, son propriétaire est ouvert aux suggestions d'autres maquettes qui pourraient être produites. Il peut d'ailleurs fournir des shorts kits sur commande, si on lui demande. Vous pouvez trouver cette entreprise sur Facebook. Un short kit, c'est la collection de pièces d'une forme précise; vous devez vous procurer séparément les feuilles et baguettes de balsa ainsi que la quincaillerie.

CONCOURS POSTAL?

En une contrée aussi vaste que le Canada, il n'est pas toujours pratique de centraliser des concours, surtout que la pandémie apporte son lot de problèmes. Dans la dernière chronique, j'ai mentionné que nous pouvions organiser des concours postaux pour le Cloud Tramp ou pour le P-30. Je vous en parlerai davantage la prochaine fois. C'est une option de coordination si je reçois des requêtes de modélistes.

Profitez de chaque instant de construction de votre projet et préparez-vous au temps plus chaud.

MAAC Outdoor Free Flight Records

Event		Score	Contestant	Location	Date
CLASS I POWER - Catergory A	Junior:				
	Open:	540 sec.	John Bortnak	Calgary, AB	
12/10/96					
CLASS I POWER - Catergory B	Junior:				
	Open:	359 sec.	John Bortnak	Calgary, AB	
12/10/96					
CLASS II POWER - Catergory A	Junior:				
	Open:	720 sec.	John Bortnak	Calgary, AB	6/10/96
CLASS II POWER - Catergory B	Junior:				
	Open:				
CLASS III POWER - Catergory A	Junior:				
	Open:	702 sec.	John Bortnak	Calgary, AB	14/9/96
CLASS III POWER - Catergory B	Junior:				
	Open:				
UNIMITED RUBBER	Junior:				
	Open:	780 sec.	John Bortnak	Calgary, AB.	29/7/06
UNLIMITED TOWLINE	Junior:				
	Open:				
HAND LAUNCH GLIDER	Junior:				
	Open:	401 sec.	Bob Hornidge	Matsqui, BC	24/6/06
P-30 RUBBER	Junior:	280 sec	Thomas Lee	Matsqui, BC	4/9/06
	Open:	350 sec	Bob Hornidge	Matsqui, BC	13/8/06
ROCKET	Junior:				
	Open:	307 sec.	Chris Sackett	Matsqui, BC	
11/10/08					
CATAPAULT GLIDER	Junior:				
	Open:	289 sec.	John Buskell	Matsqui, BC 1/8/10	
F1A - A/2 GLIDER	Junior:				
	Open:	2705 sec.	Peter Alnutt	Lost Hills, CA	
F1B - RUBBER	Junior:				
	Open:				
F1C - POWER	Junior:				
	Open:				
F1G - COUPE d' HIVER	Junior:				
	Open:	771 sec.	Bob Hornidge	Matsqui, BC	24/6/06
F1H - A/1 GLIDER	Junior:				
	Open:				
F1J - 1/2A POWER	Junior:				
	Open:				

FREE FLIGHT INDOOR

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2020 was a hard year for all of us, with most of us having to stay home, not being able to do our favourite activities. There was, nevertheless, a little advantage for those who fly indoor models. We were able to stay home and still fly and even compete!

In 2020, our community had two international events. First, we had the 2020 Inaugural Corona Indoor Open Cup, then we had an International Ministick Postal Contest. These events attracted many people from all over the world. The Indoor Free Flight group on Facebook more than doubled its member count.

The Indoor Free Flight community was very supportive to new members and beginners. Our column in previous issues of Model Aviation Canada can point you to suppliers of kits, materials, and rubber needed to build and fly indoor models. Unfortunately, not everyone was able to participate on time due to significant delays in postal services.

Participating in our next event won't require any special material and tools! We start 2021 with Walkalong Glider Postal Challenge.

Walkalong gliding is slope soaring. A 'pilot' walks behind a model with a piece of cardboard and produces a slope for a model. The models are simple stick and tissue gliders. Beginner models are made of paper or thin foam.

There are quite a few challenges – duration, closed course, flying without the board (using your hands only) and design and build your own glider.

The detailed instructions are published at https://indoornewsandviews.com/. Live updates, videos, and discussions can be found in our Facebook group Indoor Free Flight.

There is no clear picture of what is happening with in-person events for 2021. The Jim Richmond Open to be held in March is canceled. The U.S. Indoor Nationals in July is still a go, but the border is closed. The 2020 F1D World Championships are rescheduled for December of 2021.

Walkalong gliding: Dr. George Carroll illustrates perfect form. / Les planeurs Walkalong : docteur George Carroll montre comment on s'y prend. PHOTO: David Aronstein

Mark Benns from the U.K. ran a very good introductory ZOOM seminar on Indoor Free Flight. You can find a recording on YouTube at https://youtu.be/M6w_QhJvgGo.

Let's hope the pandemic situation will get better in 2021. In the meantime, be safe, stay home and fly indoors!

VOL LIBRE INTÉRIEUR

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La dernière année a été difficile pour nous tous; la plupart d'entre nous a été obligée de demeurer à domicile sans pouvoir se livrer à nos activités préférées. Toutefois, nous en avons extrait un avantage, nous les adeptes du vol libre intérieur : nous pouvons rester chez nous tout en livrant concurrence!

En 2020, notre communauté a vu l'organisation de deux évènements. Le premier, c'était l'Inaugural Corona Indoor Open Cup 2020. Le deuxième, c'était le concours postal International Ministick Postal Contest. Ces évènements ont attiré plusieurs personnes en provenance du monde entier. Le groupe de vol libre intérieur a, dans les faits, carrément doublé le nombre de ses membres.

Notre communauté a aussi beaucoup appuyé les nouveaux membres et débutants. Notre chronique dans les numéros précédents de Model Aviation Canada peut vous diriger vers des fournisseurs de kits, matériaux et de caoutchouc, de quoi vous permettre de construire et de faire voler des maquettes de vol intérieur. Malheureusement, ce n'est pas tout le monde qui réussissait à participer, compte tenu de délais parfois importants au sein des services de poste.

Pour participer au prochain évènement, nul besoin de matériaux ou d'outils spéciaux! Nous lançons le bal à l'aide du défi Walkalong Glider Postal Challenge.

Cette activité, c'est essentiellement du vol de pente à petite échelle. Un.e « pilote » marche derrière une maquette, morceau de carton en main et produit une pente pour celle-ci. Ces appareils sont un assemblage tout simple de bâtonnets et de tissu de papier. Les maquettes de débutant sont façonnées à l'aide de papier ou de mousse mince.

On retrouve plusieurs défis au sein de cette discipline : durée, parcours fermé, faire voler l'avion sans carton (seulement

suite à la page 68

MAQUETTES ÉLECTRIQUES RC

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Maquettes électriques

Avec l'arrivée des batteries SmartMD, chargeurs, contrôleurs de vitesse et accessoires, on note un regain d'intérêt pour la télémétrie des batteries. À titre de renseignements de fond avant de traiter de ces innovations, examinons les alternatives de surveillance de la charge de votre batterie Li-Po lorsque vous faites voler l'un de vos appareils.

Heureusement pour nous, les batteries Li-Po sont dotées d'une courbe de décharge assez soutenue et essentiellement linéaire. Le voltage débute à 4,2 volts aussitôt que la batterie est débranchée du chargeur; en utilisation, ce chiffre diminue dans la cellule Li-Po jusqu'à ce qu'à 3,75 volts, il ne lui reste qu'environ 20 % d'énergie. Il s'agit de la réserve nécessaire afin de prévenir tout dommage à court terme et une dégradation à long terme.

La capacité de la batterie est mesurée en milliampères-heure (mAh), c'est-à-dire la quantité de courant que peut livrer la batterie pendant une heure. Bien sûr, lorsque vous faites voler votre maquette, l'énergie est utilisée en l'espace de quelques minutes à un taux de décharge bien plus prononcé.

Si vous voulez déterminer l'état de charge pendant un vol, il y a trois façons de base de le faire :

Minutage du vol : L'approche traditionnelle, c'est d'estimer l'énergie consommée en mesurant le temps de vol écoulé (ou mieux encore, la durée pendant laquelle le moteur a sollicité passablement d'énergie). Pour que cette méthode fonctionne correctement, un temps de vol considéré « sécuritaire » est établi à la suite de plusieurs vols en mesurant le voltage au début et à la fin du vol et en ajustant le temps (de vol) afin de vous assurer que voltage se trouve toujours au-dessus d'environ 3,75 volts/cellule au moment de l'atterrissage. Cela signifie qu'il vous faudra régler la minuterie afin de vous donner suffisamment de temps pour faire atterrir votre maquette, une fois que la sonnerie a retenti.

Les avantages de cette méthode sont évidents : le seul équipement dont vous avez besoin, c'est un voltmètre peu dispendieux afin de surveiller la batterie ainsi qu'une minuterie de quelque sorte… ça peut être aussi simple qu'un tel petit appareil de 2 $ pour la cuisson… tout comme il peut s'agir du système intégré à bon nombre d'émetteurs.

Toutefois, cette approche ne prend pas en ligne de compte les variations de la capacité de batterie ou du réglage de votre fonction des gaz; en particulier, le temps de vol devra être réduit si le pilote fait évoluer sa maquette de façon, disons, plus agressive qu'à l'habitude. Mais cette méthode de chronométrage peut très bien fonctionner si vous faites attention et si vos séances de vol sont modérées plutôt qu'exagérées.

Télémétrie de voltage

Lorsque les gens parlent de télémétrie de batterie, ils font habituellement référence à la fonction grâce à laquelle la maquette « fait état » du voltage de la batterie embarquée (c'est-à-dire à bord de la maquette). Ça semble facile d'obtenir une indication de l'état de la batterie. Malheureusement, la lecture du voltage varie beaucoup selon le réglage de votre commande des gaz.

Par exemple, il est tout à fait normal qu'une batterie 3S exhibe, disons, 11,7 volts tandis que la maquette effectue un vol plané et que ce chiffre baisse à 10,5 volts en formule pleins gaz, surtout si elle a été utilisée depuis quelques saisons. La baisse de voltage est considérable et varie beaucoup selon la charge qu'on impose à la batterie, de même que selon la résistance interne, la température et d'autres facteurs. Ainsi, la lecture de voltage ne signifie qu'une indication de charge, une fois la commande des gaz fermée.

Les modélistes qui configurent des messages sonores d'alerte qui ne se basent que sur le voltage sans pour autant comprendre les implications finiront par écourter les vols et par faire atterrir leur appareil alors qu'il reste encore la moitié de la charge! La télémétrie de voltage, ça aide, mais ce n'est pas toujours simple à interpréter.

Incidemment, le voltage du récepteur peut généralement être ignoré. Il n'indique pas l'état de charge de la batterie embarquée puisque c'est normalement établi à environ 5 volts et que cela ne varie pas.

Télémetrie de puissance

Le système le plus efficace de surveillance de batterie utilise un capteur (sensor) qui mesure autant le voltage que le courant – en d'autres mots, la puissance. Les données de voltage et de courant sont ensuite transmis à un émetteur « intelligent » qui les intègre en temps et lieu afin de calculer combien de milliampères-heure ont été utilisés jusqu'à maintenant. Ce chiffre est soustrait de 80 % de la capacité nominale de la batterie. Ainsi, vous saurez la quantité d'énergie « utilisable » qui reste et vous avertir lorsqu'il sera temps d'atterrir.

Combinez cela à un capteur élaboré de voltage qui surveille chacune des cellules de la batterie et qui vous avertit si l'une d'entre elles chute sous le niveau critique et vous aurez alors un système sécuritaire qui protégera vos batteries.

Dans une prochaine chronique, j'examinerai soigneusement les capacités du système de gestion de batterie Smart.

Vol libre intérieur *suite de la page 67*

avec les mains) et la conception/construction de votre propre planeur.

Vous trouverez des instructions détaillées au https://indoornewsandviews.com/. On trouve aussi sur Facebook (notre page Indoor Free Flight) des mises à jour en direct, des vidéos et des discussions.

On ne peut encore saisir un quelconque portrait d'ensemble des évènements « en personne » en 2021. Le concours Jim Richmond Open, en mars, est d'ores et déjà annulé. Quant aux U.S. Indoor Nationals, en juillet, c'est toujours au calendrier, mais la frontière est fermée. Le Championnat mondial de F1D 2020, pour sa part, a été remis au mois de décembre 2021.

Au Royaume-Uni, Mark Benns a présenté un excellent atelier en format ZOOM sur le vol libre intérieur. Vous en retrouverez un enregistrement sur YouTube au https://youtu.be/M6w_QhJvgGo.

Souhaitons que la pandémie diminuera en 2021. Entre-temps, restez en sécurité, restez à domicile et faites voler vos maquettes à l'intérieur!

R/C ELECTRIC

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With the arrival of Smart™ batteries, chargers, electronic speed controllers (ESCs) and accessories, there's increased interest in battery telemetry. As a background to discussing these innovations, let's look at the basic alternatives for keeping track of the state of charge of your LiPo battery when flying.

Fortunately for us, LiPo batteries have a consistent and roughly linear discharge curve. Starting at 4.2 volts straight off the charger, the voltage of a LiPo cell drops with discharge until, at 3.75 volts, it has approximately 20% energy left. This is the reserve needed to avoid short-term damage and long-term degradation.

The capacity of the battery is measured in milliampere-hours (mAh), the amount of current the battery can deliver for an hour. Of course, when flying, we use the energy of the battery in just a few minutes, a much higher discharge rate.

To determine the charge state during flight, there are three basic methods:

Flight Timing: The traditional approach is to estimate the energy used by measuring the elapsed flight time (or better, the time during which the motor is drawing significant power). For this method to work properly, the safe flight time is established over several flights by measuring voltage at the start and end of the flight and adjusting the time to make sure the voltage is still above about 3.75 volts/cell on landing. This means setting the timer to allow ample time to land after the alarm goes off.

The advantages of this method are obvious: the only equipment needed is an inexpensive battery monitor voltmeter and a timer of some sort... anything from a $2 kitchen timer to the one built into all but the simplest transmitters.

This approach doesn't, however, account for variations in battery capacity or throttle setting; in particular, flight time needs to be reduced when the pilot flies more vigorously than usual. But timing can work very well if used conservatively, and when flying consistently.

VOLTAGE TELEMETRY

When people talk of battery telemetry, they usually mean having the model report the flight pack voltage. This sounds like an easy way to get an indication of the battery state. Unfortunately, the voltage reading varies greatly with throttle setting.

For example, it's perfectly normal for a 3S battery that reads, say, 11.7 volts with the model gliding to show a value such as 10.5 volts at full throttle, especially if it's a few years old. The voltage drop is substantial and varies greatly with the load, as well as with internal resistance, temperature, and other factors. Thus, the voltage reading is only meaningful as an indication of charge when the throttle is closed.

People who set up warning messages based on voltage alone and don't understand this often end up making short flights and landing with half-full batteries! Voltage telemetry can be helpful, but its not simple to interpret.

Incidentally, receiver voltage can generally be ignored. It's not a measure of flight pack state of charge as it's usually regulated at around 5 volts and doesn't vary.

POWER TELEMETRY

The most effective battery monitoring system utilizes a sensor which measures both voltage and current – in other words, power. The voltage and current data are sent back to an 'intelligent' transmitter, which integrates them over time to calculate how many milliampere-hours have been used so far. It subtracts this number from 80% of the battery's nominal capacity and thus, can tell you the amount of usable energy remaining and warn you when to land.

Combine this with a sophisticated voltage sensor that monitors the individual cells in the battery and signals if any one of them drops below the danger level and you have a secure system to protect your batteries.

In a future column, I'll take a more detailed look at the capabilities of the Smart battery management system.

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Puisque nous rédigeons toujours ces chroniques au moins deux mois avant leur parution aux fins de relecture et d'impression dans les pages de cette revue, nous sommes toujours aux prises avec le virus de la COVID-19. À l'heure actuelle, on peut espérer que les vaccins qui font leur apparition de par le monde pourront changer la situation. Pour nous tous et toutes, nous espérons que ces vaccins seront disponibles rapidement et que nous pourrons reprendre un train de vie un peu plus normal… et nos activités de vol télécommandé.

L'année dernière, nous avons assisté à l'annulation de presque toutes les activités de loisirs, y compris le pilotage de maquettes à turbine. Les terrains de vol ont été fermés – certains temporairement et d'autres pour des périodes prolongées. Plusieurs évènements ont été annulés tandis que ceux qui ont été présentés ont dû composer avec plusieurs restrictions, du jamais vu jusqu'à maintenant et ce à quoi nous ne nous attendions pas en 2020.

Nous espérons que 2021 ne ressemblera pas à ça. Avec un peu de chance, nous pourrons nous rendre au terrain de vol plus souvent et nous rendre aux évènements, en plus de renouer avec les vieux amis que nous n'avons pas vus en 2020.

La pratique de toute aptitude – conduite, particularités du travail, voire lors de la pratique de sports – voilà ce qui améliore notre efficacité… et le degré de sécurité. Comme je l'ai mentionné plus haut, les circonstances de l'année dernière ont beaucoup modifié nos pratiques. Nous n'avons pu faire voler nos maquettes aussi souvent. Nous ne nous sommes pas rendus aux évènements qui étaient présentés auparavant; durant ceux-ci, nous pouvions justement multiplier les vols.

Ce que j'avance, c'est que si nous sommes autorisés à reprendre nos activités en 2021, peut-être pourrons-nous vérifier si nous sommes « rouillés » en pilotage ou non. Devrons-nous y aller un peu plus doucement en effectuant nos premiers vols afin de nous assurer que nous sommes à l'aise avec l'enchaînement des opérations et des manœuvres et afin de vérifier comment l'avion réagit… et comment NOUS réagissons aussi? Pour la plupart d'entre nous, nous retrouverons nos réflexes rapidement; pour d'autres, ils/elles devront exécuter quelques vols en quelques jours afin de retrouver l'adresse aux commandes que nous avions, avant 2020.

Mon approche habituelle en début de saison – que je l'aie entreprise en janvier ou en avril – c'est de reprendre les vols à l'aide d'une maquette que je connais très bien. Pour moi, il s'agit habituellement d'un appareil à moteur à essence. Ce n'est pas que je minimise la valeur de ladite maquette et que je ne serais pas triste s'il lui arrivait une défaillance ou que j'étais maladroit aux commandes… mais la perte financière serait beaucoup moins prononcée que si je me tournais vers un jet à turbine.

Alors ce conseil : avant d'aller décrire de grands arcs dans le ciel, évaluez votre maquette… et vous-même. Demandez-vous : « Où en suis-je maintenant quant à mon aptitude au pilotage? »

J'ai reçu cette contribution de la part de Jonathan Vogt. Ce dernier est actif depuis plusieurs années; je crois qu'il pilotait au préalable des hélicoptères avant de passer aux maquettes à turbine. Entre-temps, j'ai appris à le connaître; il est un pilote de jet tout ce qu'il y a d'efficace et il se soucie de la construction minutieuse, en plus d'être très doué au moment d'effectuer des réparations. Vous l'avez peut-être aperçu sur sa chaîne YouTube; il est une véritable machine humaine, produisant vidéo sur vidéo sur la construction, la réparation ou sur la façon de réussir telle ou telle étape d'assemblage. Ce n'est pas une routine pour tout le monde, d'autant plus que votre performance en ligne peut être autant appréciée que critiquée. Je crois que Jonathan encaisse très bien ces commentaires et qu'il y prend plaisir, ce faisant. Il s'agit d'une nouvelle façon de communiquer et de joindre nos collègues pilotes et modélistes, comparé à ce que je faisais dans les pages de Radio Control Modeller, il y a 40 ans. Avantage quant à ce type de communication : l'information est disponible en temps réel et vos résultats sont presqu'instantanés.

Jonathan a offert cet article sur l'évènement que nous avons presque présenté chez le Red Deer Prop Buster RC Club. Il s'agit d'un excellent organisme à l'ouest de Red Deer, non loin de la communauté de Sylvan Lake et du lac en question. Cette dernière année, les membres ont apporté des modifications au terrain, ce qui l'a allongé, et ensemencé le sol de sorte à ce que la pelouse amortisse nos précieuses cellules de jet. Si vous habitez non loin et que vous recherchez un club à qui rendre visite ou que vous êtes de passage dans le coin, allez y faire un tour et je vous encourage à vérifier les coordonnées et les renseignements disponibles au site Web.

Sans plus tarder, voici Jonathan.

ESSAI -- CERTIFICAT D'APTITUDE POUR PILOTES DE JETS

par Jonathan Vogt
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« Le terrain avait été choisi, la date aussi. Mais un invité non voulu a fait irruption et a tout ruiné! La fin de semaine du 29 août était le moment durant lequel serait présenté l'examen d'aptitude de pilotage de maquettes à turbine à l'intention des membres de la zone A. Si la météo ne coopérait pas, la date de rechange était le lendemain 30 août. Généralement parlant, nous disposons de suffisamment d'évènements en cours de saison au cours desquels ce test d'aptitude peut être administré. Mais malheureusement, compte tenu de l'invité qui ne l'était pas – la COVID-19 – presque tous les évènements ont été contremandés au sein de la zone A.

« Heureusement, notre président du Comité de jets, Alan Blore, a reconnu qu'il y avait beaucoup de demande pour ces essais et s'est efforcé d'organiser cet évènement. Le Red Deer Prop Busters Club a offert son terrain de vol et plus précisément, Steve Morgan et Devon Glowatski (membres de l'exécutif du Club) ont consacré beaucoup de temps et d'efforts à préparer le terrain de vol. La piste a été rallongée et les membres ont passé le rouleau et ont entretenu la pelouse tout juste avant notre fin de semaine pour les essais.

« Quelques-uns d'entre nous sommes arrivés le vendredi afin d'exécuter quelques vols et de permettre aux aspirants candidats de se familiariser avec les lieux avant de se faire tester. Nous avons eu droit à une

suite à la page 74

Here's a look at the well manicured and newly enhanced Red Deer Propbusters flying field. A great job by club executive Devon Glowatski and Steve Morgan. / Voici de quoi a l'air le terrain nouvellement amélioré (et bien entretenu) des Red Deer Propbusters. Devon Glowatski et Steve Morgan (qui font partie de l'exécutif) ont effectué un travail du tonnerre.

Alan Blore - 21353L
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As we always write these articles at least a couple of months ahead to allow for the editing, publishing and printing of the magazine, we are still very much in the grips of the COVID-19 virus. At this time, we now have some hope around the corner with several vaccines being available around the world. For all of us, we are all wishing for the speedy delivery of these and are trusting that these will bring us back to a new normal in everyday life as well as our interest, radio control model aviation.

From last year, we experienced the curtailment of almost all leisurely activities, including flying turbine powered aircraft. Flying fields were shut down -- some briefly and some for more extended periods. Many flying events were cancelled or those that were held had restrictions imposed on them, we had never seen before. Obviously, something totally different than any of us had expected would happen in 2020.

So, with 2021 here, we have expectations of a better year. We have a chance to get to the field more often and attend those events we did before as well as rekindle all those friendships we so missed last year.

With any skill, be it driving, work-related or even sports, repetition and constant practice always makes us more proficient and safer. But as I said above, last year was greatly altered one way or the other. We didn't get in that weekly flying that we normally did. We didn't attend the events that we had in the past, where we flew many flights in a short few days.

What I am saying here is if 2021 shows the drastic ramping up of things again as we all hope for, then maybe we just need to see where our skill level is, right now. Do we need to take a bit of a slow refresher first few flights to make sure everything is making sense to us, regarding as to how the aircraft is reacting and possibly most importantly, how we are reacting? For most of us, this will come back quickly and for some, it might take a couple of flight days to get us back to where we were before 2020 happened.

My usual approach to a new flying year, whether started in January or April, is that I start out with an aircraft that I am extremely familiar with, and for me, it usually is one of my gas prop jobs. It's not that I don't value this aircraft and would be very disappointed if it was lost due to mechanical or the old "dumb thumbs" thing, but it would be a lot less of a financial hit than the loss of a turbine aircraft.

Just a thought out to you that before you rip up the sky, give an assessment of your aircraft and of yourself, to ask the question "Where am I at right now, with my flying ability?"

I have had a submission to this column from Jonathan Vogt. Jonathan has been in the hobby for several years; I do believe he was flying helicopters before turbine aircraft. In getting to know him a little better these last few years, he has shown his proficient piloting skills as well as his attention to detail building and repairing skills. You may have come across his YouTube channel where he is a human machine producing several builds, repair and how-to videos. Doing something like this is not for everyone, as you really put yourself out there with all good and sometimes, I'll say, critical analysis that can come your way. I think Jonathan takes it all in stride and is having a lot of fun with this. It is the new way of communicating with fellow flyers and hobbyists out there, as compared to the way I did it 40 years ago with the magazine Radio Controlled Modeller. One thing with this type of outlet of information: it is available now and your results are almost instantaneous. So good on you Jonathan and I hope you continue to enjoy putting this information out there for us all to see.

Anyways, Jonathan included an article about the event we almost had at the Red Deer Prop Busters RC Club. This is an excellent small club located west of Red Deer, very close to the beautiful lakeside town of Sylvan Lake. This last year, they had made some refinements to their field that has made it even longer and as well just sowed some new grass to give a nice cushion for our precious airframes. If you live close by and are looking for a new club to fly at or are visiting in the area and wish to check it out, I would definitely have a look on the MAAC website for their contact information.

Without further ado, here is Jonathan.

TURBINE OPERATOR'S CERTIFICATE TESTING DAY.

by Jonathan Vogt
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"The field had been chosen and the date had been set. But an uninvited guest arrived that ruined it all! The August 29th weekend

***continued** on page 92*

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Bonjour amateurs de course. Je m'appelle Roy Andrassy et j'ai offert d'occuper le poste de président du Comité de course autour de pylônes du MAAC. Mon prédécesseur Hank Kauffmann a remis sa démission le 31 décembre 2020. Merci Hank pour ces années de service.

Pour ceux ou celles qui ne me connaissent pas, voici de brefs renseignements biographiques. Je me suis lancé en vol circulaire en 7e année (à l'âge de 13 ans). Mes camarades m'ont rapidement mis à contribution au sein des catégories combat, Goodyear et Rat Racing, combat de copies volantes de la Première Guerre mondiale, combat lent et rapide. Disons que la compétition, c'était déjà dans mon sang.

Après avoir obtenu une éducation formelle universitaire et d'avoir effectué une résidence à Vancouver en 1986, j'ai déménagé à Calgary où j'ai appris à piloter des maquettes télécommandées; à partir de ce moment, j'ai commencé à disputer des courses autour de pylônes grâce à des amis de toujours, Paul Gibeault et Gord Gilchrist.

Au fil de nombreuses années, j'ai livré combat au sein des catégories Club 20, Q500, F1, Q40, EF1, F5D (course électrique autour de pylônes) et en F3D. J'ai participé à de nombreux championnats mondiaux qui m'ont amenés en plusieurs lieux de par le globe. Je suis un fanatique de la course et maintenant que je suis à la retraite, je pilote beaucoup mes maquettes depuis mon domicile hivernal à Phoenix (Arizona).

La vie est/était belle… jusqu'à ce que la COVID-19 prenne d'assaut le monde entier. Plusieurs rassemblements de course ont été annulés en raison des règlements sur les rassemblements publics et il se peut que le Championnat mondial de F3D/F3E de Muncie (Indiana) soit annulé ou reporté en raison de ladite pandémie. Une décision là-dessus sera rendu vers le 15 février 2021. J'en ferai rapport dans la prochaine chronique.

Comme plusieurs d'entre vous le savez, la résolution souhaitant le retrait du MAAC d'au sein de l'Aéroclub du Canada/FAI a été défaite par une importante marge (85 % et plus) lors de la récente Assemblée générale annuelle (A.G.A.) du MAAC. Merci aux membres de l'exécutif et aux membres qui ont offert leur vote par procuration ou qui ont participé en ligne. Ceci indique clairement à quel point la compétition internationale et régionale importe aux membres du MAAC et au Canada.

La compétition mène ultimement à de l'innovation et à l'amélioration/mise au point de produits au sein de notre passe-temps. Exemple patent : les hélices APC. Si vous utilisez dans vos loisirs, vous pouvez remercier Robert Holick et l'univers de la compétition. Ceci s'applique aussi à l'excellent équipement radio que nous utilisons aujourd'hui à bord de nos maquettes.

This JR voltage regulator puts out 5.0v DC power from an input of 6-8.5v. Great for powering older low-voltage servos. / Ce régulateur de voltage JR livre 5,0 volts DC de puissance depuis une alimentation (input) de 6-8,5 volts. C'est parfait pour mouvoir des servos plus anciens à bas voltage.

L'EMPLOI DE SERVOS DE BAS VOLTAGE

Je ne peux faire rapport d'évènements de course en raison de l'hiver et de la pandémie, si bien que je vous offre une modification facile de servo qui vous permettra d'utiliser de plus vieux servos à bas voltage dans une installation de voltage élevé.

J'utilise des batteries Li-Po de deux cellules à bord de mes maquettes de course. Ceci fournit entre 7,4 et 8,0 volts au récepteur et aux servos. Les servos de voltage élevé conviennent mais plusieurs des servos plus anciens que j'ai à portée de la main ne survivraient pas très longtemps à du voltage élevé.

Les servos qui servent à mouvoir mes gouvernes primaires de vol seront du type à voltage élevé mais pour ce qui a trait au servo d'arrêt (shut-off), j'ai aisément recours à un régulateur linéaire de bas voltage, ce qui fonctionne très bien afin de réduire ledit voltage à 5,0 volts.

Le produit que j'utilise s'appelle le Voltage Regulator 02HL de JR.

Il s'agit d'un excellent produit qui diminuera votre voltage linéaire (couramment, d'entre 6,0 et 8,5 volts) à 5,0 volts. Des servos plus vieux fonctionnent très bien à ce voltage.

Après avoir ouvert cette composante, il importe de marquer la direction du courant sur le produit afin de vous assurer de l'installer correctement. Les régulateurs de voltage sont dotés d'une direction de courant. J'inscris une flèche sur le régulateur proprement dit de sorte à ne pas l'installer incorrectement. La flèche pointe vers le servo. Le produit est installé directement et uniquement dans les fils connecteurs du servo (positif et négatif); laissez le fil de signal intact et ne l'endommagez pas.

suite à la page 92

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Hello, pylon race fans. My name is Roy Andrassy and I have volunteered to be the new MAAC Pylon Committee Chairman. Hank Kauffmann, our previous pylon chairman, has resigned as of Dec 31st, 2020. Thanks, Hank for your years of service.

For those of you who do not know me, a brief description may be in order. I started flying control line model aircraft when I was in grade 7 (13 years of age). My flying comrades quickly had me competing in combat, Goodyear and Rat racing, WW1 combat, Slow and fast combat. Competition was in my blood.

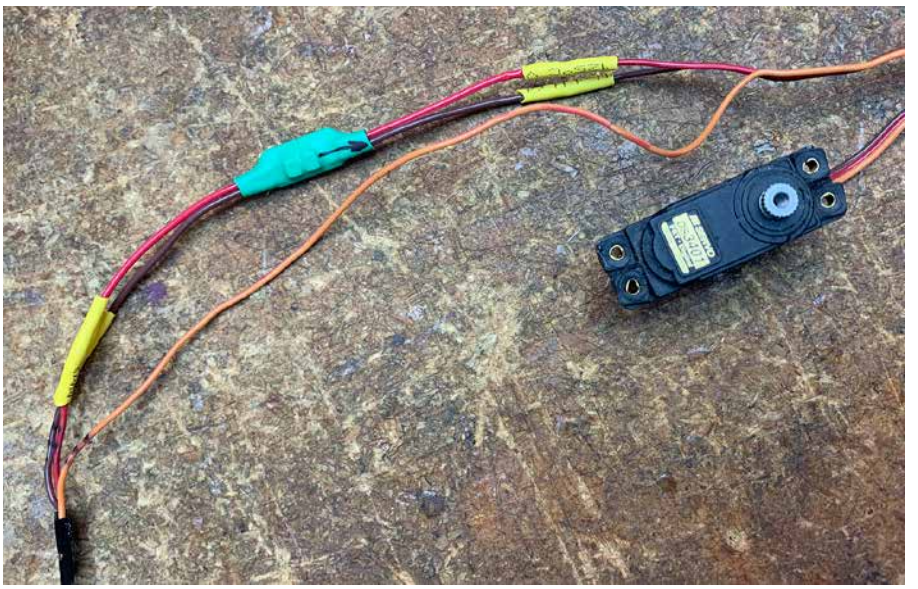
After completing my formal university education and a residency program in Vancouver in 1986, I moved to Calgary where I learned how to fly RC and quickly starting racing in pylon events thanks to my good lifelong friends Paul Gibeault and Gord Gilchrist.

Over the many years of pylon racing, I have competed in Club 20, Q500, F1, Q40, EF1, F5D (electric pylon) and also in F3D. Multiple pylon racing world championships have taken me to many places around the world. I am truly a racing fanatic and now in my retirement years, I fly lots at my winter home in Phoenix, Arizona.

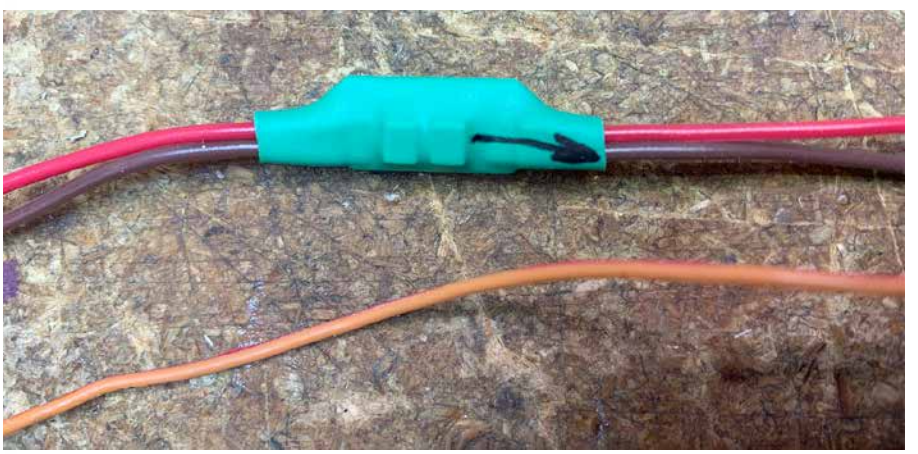
Life is/was good until the COVID-19 pandemic hit the world. Many racing events have been cancelled because of the public gathering rules and it is possible that the upcoming F3D/F3E World Championships in Muncie Indiana may also be cancelled or postponed because of said pandemic. That decision will happen on or shortly before Feb 15th, 2021. I will report on that decision in my next article.

As many of you are aware, the motion for MAAC to pull out of the Aeroclub of Canada/FAI was defeated by a huge margin (85% plus) at the recent MAAC Annual General Meeting. Thank you very much to all the MAAC executive committee members and all the general members who provided voting proxies or who attended this virtual meeting. This clearly indicates how important international and regional competition is to Canada and to MAAC.

Competition ultimately leads to innovation and product improvement/development in our hobby. APC propellers are an excellent example of this. I you use an APC propeller in any of your modelling activities, you can thank Robert Holick and competition for these excellent products. This also applies to the excellent radio equipment that we use in our aircraft today.



The voltage regulator is soldered in-line on the positive and negative wires of the servo lead. / Le régulateur de voltage est soudé linéairement sur les fils positif et négatif du servo.



It is a good idea to mark the voltage regulator direction since they only work one way. I use an arrow that points to the servo as a reminder. / C'est une bonne idée de marquer la direction du régulateur de voltage puisqu'il ne fonctionne que dans un sens. En guise de rappel, j'utilise une flèche qui pointe vers le servo.

USING LOW VOLTAGE SERVOS

I do not have any racing events to report on at this point because of winter and COVID-19, so I will present an easy servo modification that will allow you to use an older low voltage servo in a high voltage installation.

I use two-cell LiPo batteries in many of my racing aircraft. This provides 7.4 to 8.0 volts of power for the receiver and the servos. High voltage servos are fine with this but many of the older servos that I still have and use do not survive this level of voltage for very long.

My primary flight control servos will be the high voltage servos but as far as the shut-off servo is concerned, an in-line small voltage regulator works just fine to drop the

***continued** on page 74*

R/C Pylon *from page 73*

high line voltage to a pleasant 5.0 volts.

The product I use is the JR Voltage regulator 02HL.

This is an excellent product that will drop your in-line voltage from 6.0 - 8.5 volts down to 5.0 volts. Older servos work perfectly fine at this voltage.

After opening the package, it's important to mark the direction of current on the product itself to make sure you install it correctly. Voltage regulators are current directional. I place an arrow on the regulator itself so that I do not install it incorrectly. The arrow points to the servo. The product is installed directly in the servo connecting wires (positive and negative wires only; leave the signal wire intact and undamaged).

Make sure you use a proper soldering technique and shield the joints with a good quality heat shrink tubing.

Test the servo on a good quality servo tester to ensure proper functionality and then you are good to go.

That's it for today's column. If you have any comments or suggestions, please feel free to contact me via email: royandrassy@shaw.ca

Fly safe and race hard.

Acrobatie de précision RC *suite de la page 75*

cette année et que nous aurons tous reçu nos vaccins et que la frontière sera alors ouverte. Il faut bien être optimiste.

F3P

Au chapitre des maquettes acrobatique de vol intérieur (F3P), nous avons procédé aux épreuves de qualification d'équipe en février dernier, lors du concours de F3P des Northumberland Electric Flyers.

Le Championnat mondial de cette même catégorie était prévu à l'origine en mars à Bucharest (Roumanie) mais il a été repoussé au mois de novembre (du 21 au 27). J'ai meilleur espoir que celui-ci sera bel et bien disputé.

Histoire d'offrir de la pratique aux membres de notre équipe avant ce championnat, le concours annuel ECC est prévu (on l'espère) pour le 6 novembre.

Les séances de vol intérieur de notre club se sont terminées abruptement en décembre, après cinq semaines. Leur reprise ne s'annonce pas bien cet hiver; plusieurs autres clubs n'ont pu en faire de même.

PROCHAIN CHAMPIONNAT MONDIAL

À l'heure actuelle, le Championnat mondial de F3A 2023 est prévu en Australie. Quant au Championnat mondial de F3P cette même année-là, personne n'a encore offert d'en être l'hôte.

QUOI DE NEUF?

Les plus récents moteurs électriques – pour hélice unique – sont plus légers et sont munis d'une boîte de réduction. J'ai essayé un Adverrun, en fin de saison dernière. Il tournait très rond. J'ai inscrit 125 vols sans avoir de problème. J'ai inséré un photo d'une configuration semblable du Hacker.

Malheureusement pour les modélistes qui utilisent encore des moteurs conventionnels, il semblerait que l'Union Européenne limitera bientôt la teneur en nitro à 16 % dans ce carburant.

Jets RC *suite de la page 70*

splendide météo pendant presque toute la journée du vendredi. Les prévisions faisaient état de vents soutenus à compter de l'heure du midi. Heureusement, cela ne s'est pas produit et nous avons profité de la journée! À mesure qu'avançait la journée, les prédictions météo ont été maintenues pour le samedi et le dimanche : vents de 30 km/h avec rafales d'entre 50 et 60 km/h. Puisqu'il avait tant travaillé aux préparatifs, Alan retardait sa décision le plus longtemps possible mais plus tard en ce vendredi, il a annulé les essais prévus pour le lendemain. Les vols étaient maintenus pour le dimanche, mais cela serait confirmé le samedi après-midi. Malheureusement, les prédictions étaient exactes, si bien que les essais ont été annulés pendant ces deux journées.

« Un très gros merci est de mise à l'endroit des personnes qui ont travaillé aux préparatifs; merci du temps investi. Nous l'apprécions! Un à-côté important : un certificat d'aptitude TOC n'est pas requis si l'on veut piloter une maquette à turbine au Canada. Ce document n'est requis que si vous entendez en faire voler en sol américain. »

Merci Jonathan pour votre article et j'ai bien hâte de vous retrouver et d'accomplir des vols en votre compagnie en 2021.

C'est tout pour l'instant; pilotez en toute sécurité!

Milieu (E) *suite de la page 25*

Children's Hospital mais aussi afin de faire la promotion du vol de maquettes.

Le 20 février, les membres de la zone auront élu leur directeur de zone pour les deux prochaines années. Il se pourrait que vous ayez choisi un nouveau directeur de zone et j'espère de tout cœur que votre nouveau directeur, Jeff Granger, et que tous les membres bénéficieront de relations productives.

Autrement, si vous m'avez prié de demeurer en poste, je suis persuadé qu'ensemble, nous poursuivrons le travail afin de faire bénéficier la zone et le MAC. J'adore le MAAC, ce qu'il représente, et bien sûr, ses membres. À tous ceux qui m'ont appuyé, je tenterai de mon mieux de mériter l'engagement et la camaraderie que vous m'avez témoignés. Je serai encore là pour vous.

Le MAAC a toujours été un organisme de grande envergure; sa création était – et demeure – une merveilleuse idée. Peu importe l'issue du vote à la réunion de zone, je serai des vôtres d'une façon ou l'autre, en arrière-scène ainsi que sur la ligne de vol – je m'en ennuyais tant – à vos côtés, en train de faire voler quelque chose!

R/C PRECISION AEROBATICS

Harry Ells
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F3A

2020 was not our best year for competition. In Canada we had two Precision Aerobatic (F3A) contests, one in Steinbach, Manitoba and the other one in Stouffville, Ontario. The Stouffvile contest, held at the 905 Squadron field, also served as our team trials.

Considering the COVID-19 conditions at the time, I was very nervous but then happy that the event could take place while adhering to health restrictions. Although not everyone was able to attend, we had ten register for the Team Trials.

The F3A Worlds currently are scheduled for July 12 to 19th at AMA's International Aeromodeling Center in Muncie, Indiana. More information on the event can be found here www.modelaircraft.org/fai.

As with all World Championships that have been re-scheduled or scheduled for this year, a decision date has been given to determine if the events will take place as scheduled. For the F3A World Championships, that date is February 15.

Along with many other competitions, the Annual Gord Silver Memorial contest was cancelled in 2020. It will be scheduled for June 26 and 27th, this year. I hope it will be a go this year and that we will all have had our vaccine shots and the border is open again. Someone has to be optimistic.

F3P

On the Indoor Precision Aerobatics (F3P) side, we held the team trials last February at the Northumberland Electric Flyers F3P contest.

The World Championships for F3P are to take place in Bucharest, Romania and were originally scheduled for March 2021, but have been postponed to November 21 to 27th. I am more optimistic that this event will take place.

To give our team members some contest practice before the worlds, the annual ECC event is tentatively scheduled for November 6.

Our club's indoor flying ended suddenly in December after five weeks. It does not look good for it to continue this winter and many other clubs did not get this much time in.

FUTURE WORLD CHAMPIONSHIPS

Currently, the 2023 F3A World Championships are scheduled to be held in Australia. The World Championships for F3P in 2023 currently has no bidder.

SO WHAT IS NEW OUT THERE?

The latest in electric motors for single prop are lighter weight gear reduction motors. I ran an Adverrun at the end of last season. It ran very well for me. I put 125 flights on it with no issue. I have included a picture of a similar Hacker set-up.

Unfortunately for glow users, it looks like in the European Union, glow fuel is going to be limited to a max of 16% nitro.

ACROBATIE DE PRÉCISION RC

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F3A

2020 n'a pas été notre meilleure année pour la compétition. Au pays, nous avons eu deux concours d'acrobatie de précision (F3A), l'un à Steinbach (Manitoba), l'autre à Stouffville (Ontario). Le deuxième – disputé au terrain de la 905e escadrille – faisait aussi office d'épreuve de qualification d'équipe.

Compte tenu des restrictions de la COVID-19 alors en vigueur, j'étais nerveux au départ puis ensuite enchanté d'apprendre que ce concours irait de l'avant en observant ces précautions. Bien que certains concurrents n'aient pu participer, dix se sont tout de même inscrits pour l'épreuve d'équipe.

Le Championnat mondial de F3A est prévu du 12 au 19 juillet à l'International Aeromodelling Center de l'AMA à Muncie (Indiana). Vous trouverez des renseignements supplémentaires au www.modelaircraft.org/fai.

Puisque tous les championnats mondiaux ont été déplacés, une date – le 15 février – a été fixée afin de décider si le Championnat mondial de F3A sera disputé ou non.

À l'instar de plusieurs autres concours, l'Annual Gord Silver Memorial a été annulé en 2020. Il a été déplacé aux 26 et 27 juin 2021. J'espère qu'il sera bel et bien présenté

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ASTROMODÉLISME

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Les activités de l'astromodélisme n'ont pas échappé à la pandémie de la COVID-19. À l'exception de deux évènements, tous les autres ont été annulés en 2020 ou remis à plus tard.

Le concours Arizona Cup et le colloque NARCON-61 ont inauguré la saison 2020, début mars, juste au moment où la pandémie s'est abattue sur l'Amérique du Nord.

Une fois les restrictions de déplacement et de contact avec autrui imposées, un concours « virtuel » a été organisé afin de sauver ce qui pouvait l'être de toute compétition. Je vous en parlerai plus loin.

LE PLAN POUR 2020

Mes amis et moi nous étions mis en devoir de nous rendre au Championnat mondial d'astromolélisme (WSMC en anglais) en Roumanie, en 2020.

Compte tenu que deux autres évènements – Arizona Cup et NARCON-61 – se déroulaient de façon très rapprochée, nous nous disions que c'était une bonne idée de nous y déplacer afin d'entamer notre année de concours.

Taras Tataryn, Fritz Gnass, Kevin McLeod, Saverio Plato et moi avions songé à nous inscrire comme concurrents à la Coupe. Lucy Prato aiderait à surveiller et à récupérer les maquettes; Taras, Fritz et moi-même pourrions conduire un véhicule. Saverio et Lucy en prendraient un autre. Kevin avait l'intention de prendre l'avion pour se rendre au concours.

Nous avions aussi l'intention de nous rendre à d'autres épreuves de la Coupe mondiale 2020, réparties tout au long de l'été; le voyage jusqu'en Roumanie (pour le WSMC) aurait été le point culminant de la saison.

ESSAIS – ÉPREUVE S2/P

L'épreuve de la catégorie S2/P était prévue lors du Championnat mondial et de l'Arizona Cup. Procéder à des vols dans notre climat froid et à plus basse altitude ne serait pas comparable aux conditions désertiques et à l'altitude plus élevée de Tucson, si bien que nos essais étaient prévus une fois que nous serions arrivés.

Cette épreuve accorde le pointage aux concurrents selon l'exactitude avec laquelle leurs maquettes se rendent à une altitude convenue d'avance et selon leur atterrissage à un chrono précis. Ces engins doivent transporter une charge fragile – un œuf d'une soixantaine de grammes, avec marge de manœuvre de +/- 3 grammes – et revenir au sol sans l'avoir endommagée, et ce, sur trois vols. L'intention : simuler un vol habité en se rendant à une altitude prédéterminée pour ensuite ramener « l'équipage » sur Terre et selon un horaire précis.

Une fois qu'une maquette propre au S2/P est conçue et construite, les essais en vol sont exécutés afin d'ajuster la performance de la maquette afin qu'elles atteignent ses objectifs de performance. Typiquement, la masse en est ajustée afin que la fusée atteigne l'altitude visée. Pour ce faire, on peut interchanger le cône de nez; plusieurs formes différentes existent, ce qui modifie la performance aérodynamique de la fusée.

Taras' S2/P model at lift-off. / La maquette S2/P de Taras au moment du décollage.

Une fois que la maquette peut atteindre l'altitude désirée, le/la modéliste peut raccourcir les filins du parachute afin d'ajuster le temps de descente et par le fait même, le temps qu'elle passe en l'air.

La maquette de Fritz était mûe par une cartouche F42. Il a aussi utilisé un rail de lancement. Mais au fil des essais, Fritz s'est aperçu qu'un œillet en forme de « T » sur la fusée et qui glissait sur le rail fonctionnait afin de préserver l'orientation de la fusée au lancement. Le désavantage, c'est que cette protubérance créait aussi de la traînée, ce qui réduisait l'altitude atteinte. Il a fallu se tourner vers une cartouche « F » afin de compenser cette résistance de l'air et de propulser la fusée à l'altitude visée.

Taras a construit sa maquette à l'aide d'un tube de fuselage de plus petite dimension. Il a utilisé un dispositif de lancement en forme de tour, ce qui embrasse la fusée pendant qu'elle décolle. Nul besoin d'employer un œillet, ce qui diminue la traînée. Pendant les séances d'essai, il a eu recours à une cartouche E20. Il y a eu une légère inclinaison au lancement. Parce qu'elle est plus petite et plus aérodynamique, cette maquette devrait être une concurrente de taille, malgré l'emploi du moteur de série « E ».

L'ARIZONA CUP 2020

Les épreuves prévues étaient les catégories S2/P, S4A, S6A, S8E/P et S9A et au moins l'un d'entre nous livrait bataille au sein de chacune. Les règlements exigeaient l'utilisation de moteurs (cartouches) de 1,25 N-seconde plutôt que des normaux de 2,5 N-seconde normalement utilisés en S4, S6 et S9.

L'aire de lancement du concours était localisée au terrain de la Tucson International Modelplex Park Association (TIMPA) à Marana. Le terrain environnant était comme on peut s'y attendre : surtout plat et de sable très compacté et arborant

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SPACE MODELS

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Space modelling activities have not escaped the on-going COVID-19 pandemic. With the exception of two events, all other major events in 2020 were cancelled or postponed.

The Arizona Cup competition and NARCON-61 convention opened the 2020 season in early March just as the pandemic swept into North America.

Once travel and contact restrictions came into being, a 'virtual' contest was organized to salvage some international competitive flying. More on that later.

2020 PLAN

My space modelling friends and I set a goal to attend the 2020 World Space Modelling Championships (WSMC) in Romania.

Given they were scheduled to run back-to-back, we felt attending the Arizona Cup and NARCON-61 would be a good start to the contest year.

Taras Tataryn, Fritz Gnass, Kevin McLeod, Saverio Prato and I planned to compete at the cup. Lucy Prato would help spot and recover models. Taras, Fritz and I would drive in one vehicle. Saverio and Lucy would drive in another. Kevin planned to fly to and from the contest.

We also planned to attend other 2020 FAI World Cup events scheduled for the summer, culminating in a trip to the WSMC in Romania.

TESTING - S2/P EVENT

The S2/P event was scheduled for the 2020 WSMC and the Arizona Cup. Flying in our normal cold temperatures and our lower altitude would not match the desert conditions and higher altitude in Tucson, so testing was also planned when we arrived.

The S2/P event scores contestants on how close their models fly to a target altitude and land at a specific time. A fragile payload (an egg) weighing 60 +/- 3 grams must be carried aloft and returned undamaged after the competitor's three flights. The intent of the event is to simulate a manned flight which is to fly a specific altitude and then safely land the "crew" on time.

Once the S2/P model is designed and constructed, flight testing is performed to adjust the model's performance to meet the event performance targets. Typically, the model's mass is adjusted to attain the required contest target altitude. Alternatively replacing the nose cone with a different shape is another quick way to adjust the model's overall performance.

Once the altitude performance is on target, reefing the parachute lines can be used to adjust the descent time to match the required time aloft.

Fritz's model was powered by an F42 motor. Fritz used a rail launcher. In testing, he found that the use of a "T" launch lug to engage the rail worked best. On the downside, this protrusion creates additional parasitic drag which reduces altitude performance. A high power "F" motor is needed to overcome the extra air drag and propel the model to the target altitude.

Fritz's S2/P model at lift-off. / La maquette S2/P de Fritz décolle.

Taras' model was built using a smaller outside diameter body tube. He used a tower launcher which cradles the model during lift-off. No launch lug is needed. This reduces parasitic drag. During the test sessions, he used a E20 motor. Slight launcher tip-off occurred. Being smaller and aerodynamically cleaner, his model should be competitive even with the use of a lower power "E" engine.

2020 ARIZONA CUP

The events scheduled were: S2/P, S4A, S6A, S8E/P and S9A and at least one of us competed in each event. The Arizona Cup contest rules required the use of 1.25 N-sec motors rather than 2.5 N-sec normally used for the S4, S6 and S9 events.

The contest launch range was located at the Tucson International Modelplex Park Association (TIMPA) Field in Marana, Arizona. The immediate flying field was as expected: generally flat with hard packed sand and low vegetation.

It was very interesting to experience the desert environment first-hand and stand in the area where the hobby started in the mid-fifties.

CONTEST DAY 1

The morning started with cool temperatures and moderate winds. We managed to fly two rounds of S2/P, S4, S6 and S9 as per the schedule.

S2/P

Due to range store availability problems, Taras and Fritz could not obtain the same motors used for testing at home. This put them at an immediate disadvantage compared to the U.S. contestants. Flight 1 for both would be more of a test flight than one with proven results.

Fritz did well in Round 1. After an otherwise good Round 2 flight, on landing, his model's parachute snagged on a fence post. Before he could recover his model, the wind swung the payload section hard into the fence post damaging the egg. He

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très peu de végétation.

C'était intéressant de vivre ces moments en un tel milieu et de se tenir debout dans le secteur où le passe-temps avait débuté, au milieu des années 1950.

JOUR 1 DU CONCOURS

La matinée a débuté sous une température fraîche et en présence de vents modérés. Nous avons exécuté deux rondes en S2/P, S4, S6 et S9, selon l'horaire établi.

S2/P

En raison de problèmes de disponibilité au magasin sur place, Taras et Fritz n'ont pu se procurer les mêmes moteurs qu'ils utilisaient au Canada. Cela leur a conféré un désavantage immédiat comparé aux concurrents américains. Le premier vol de chacun s'est avéré plutôt un vol d'essai.

Fritz s'est bien débrouillé en première ronde. Après un bon vol en deuxième, le parachute de sa maquette s'est entortillé sur un poteau de clôture. Avant qu'il ne réussisse à récupérer son engin, le vent a tourné et la section cargo a violemment heurté le poteau, ce qui a endommagé l'œuf. Fritz a été disqualifié.

Le premier vol de Taras, même s'il a été qualifié, n'a pas été bon. L'astromodéliste s'est empressé d'apporter d'excellents ajustements avant le prochain. Si son premier vol avait été meilleur, il se serait hissé au troisième rang.

S4

Fritz et Saverio ont peu inscrire des vols dans cette catégorie. Saverio a employé une maquette munie d'ailes molles qui se dépliaient en ciseaux. Son premier vol était bon mais le deuxième a été disqualifié parce que ses ailes très minces ont été détruites pendant le lancement.

S6

Fritz a raté la première place de 6 secondes. Saverio et Fritz ont réussi à entreprendre deux vols de qualification. J'ai réussi un tel vol de qualification. Ma maquette un peu trop lourde ne s'est pas élevée suffisamment haut avec motorisation 1/2A pour être compétitive.

S9

Fritz s'est aussi bien débrouillé pendant ses deux vols. Il a connu un excellent vol de deuxième ronde, ce qui l'a placé en première place. La poussée supplémentaire (boost) de ma nouvelle maquette a été insuffisante, probablement en raison de la friction pendant qu'elle s'élevait de la tour de lancement. L'assemblage de type gyrocoptère n'était pas tout à fait équilibré et les pales n'ont pas bien tourné. J'ai renoncé à exécuter un deuxième vol du même acabit; je n'ai pas disputé la deuxième ronde.

Fritz looking for his first place S9A model down range from the launch area. / Fritz est à la recherche de sa maquette S9A (en première place) en amont de l'aire de lancement.

La maquette S9A de première place de Fritz s'est déplacée à bonne distance en aval de l'aire de lancement. Nous avons renoncé à la récupérer après la deuxième ronde mais nous l'avons retrouvée le lendemain!

Après tout lancement, il était difficile de pourchasser une maquette parce qu'on devait garder un œil dessus et l'autre au sol afin de ne pas trébucher sur des cactus ou des trous de serpent.

LA MÉTÉO S'EN MÊLE

La vitesse du vent a augmenté avant que les concurrents ne puissent disputer la troisième ronde. Ces derniers ont collectivement décidé de prendre une pause.

Kevin a réussi à exécuter une envolée en S8E/P cet après-midi là afin de faire l'essai de sa nouvelle maquette. C'était court et celle-ci a atterri bien plus loin de la cible. Malgré tout, il était très satisfait, compte tenu des conditions venteuses.

JOUR 2

Les vents soufflaient très fort lorsque nous sommes arrivés au terrain en matinée et nous avons tous conclu que le concours serait interrompu. Il n'y a eu aucune ronde en S2, S4, S6 et S9. Le classement a été déterminé selon les deux envolées du jour 1. Tous les vols en S8E/P ont été annulés.

RÉSULTATS

Nos deux meilleurs classements sont devenus les suivants :

- S2/P -- Taras Tataryn, 5e place (138 points).
- S4A -- Saverio Prato, 3e place (88 s), Fritz Gnass 4e place.
- S6A -- Fritz Gnass 2e place (125 s), Saverio Prato 5 e place.
- S8E/P – annulée en raison des vents.
- S9A -- Fritz Gnass 1ère place (206 s), Peter Cook 6e place.

Cette déception d'annulation du concours derrière nous, nous avions bien hâte de nous présenter au congrès NARCON-61, le lendemain.

61E CONGRÈS DE LA NATIONAL ASSOCIATION OF ROCKETRY

Annuellement depuis 1959, la Nationale Association of Rocketry (entité américaine) parraine un congrès mettant en vedette des sessions techniques sur toutes sortes de questions d'astronautique.

Chaque NARCON est prévue pendant l'hiver et s'avère un évènement-sœur de la Nation Association of Rocketry Annual Meet (NARAM), celui-ci se déroulant l'été.

Quelque 17 présentations avaient été mises sur pied. Les sujets portaient sur des

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was disqualified from the event due to an unlucky 'break'.

Taras' first flight, while qualified, was not good. He made excellent adjustments for Flight 2. If his first flight had been as good as his second, he would have placed third.

S4

Fritz and Saverio flew in this event. Saverio flew a scissor, flop-wing model. He missed first place by two seconds. Fritz flew a very light, pop-up stab glider. His first flight was good, but his second flight was disqualified when the very thin wing shredded during boost.

S6

Fritz missed being in first place by 6 seconds. Saverio and Taras managed two qualified flights. I had one qualified flight. My overweight model did not fly high enough under 1/2A power to be competitive.

S9

Fritz did well in both flights. An excellent Round 2 flight locked up first place for him. The boost of my newly built model was poor probably due to friction from the launch tower. The gyrocopter assembly was also out of balance and did not spin well. Rather than repeating the same uncompetitive result, I did not fly in Round 2.

Fritz's first place S9A model travelled well down range from the launch area. We gave up searching for it after Round 2 but found the model the next day!

After launch, running after your model aloft was tricky as you had to keep one eye on your model and the other eye on the ground looking out for cacti and snake holes.

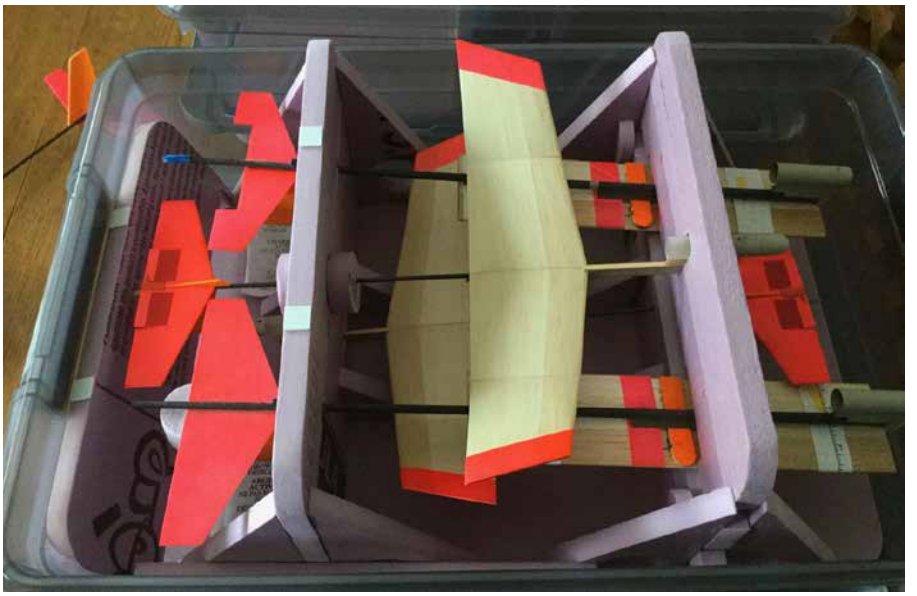
WEATHER HOLDS

The wind speed increased before Round 3 could be flown. It was decided amongst the competitors to "hold" further flying.

Kevin managed one S8E/P flight that afternoon to test his new model. It was a short flight, and he landed his model farther from the landing target than normal. Otherwise, he was very satisfied with it given the windy conditions.

CONTEST DAY 2

The winds were very high when we arrived at the field in the morning and it was agreed by all that the contest should be halted. No third Round flying in S2, S4, S6 and S9 occurred. Standings would be based on the two flights made on Contest Day 1. All S8E/P flights were scrubbed as well.



My S4A models boxed for travel. / Mes maquettes de S4A sont protégées en prévision de mon déplacement.

RESULTS

Our top two best placings were as follows:

- S2/P -- Taras Tataryn 5th place (138 points).
- S4A -- Saverio Prato 3rd place (88 s), Fritz Gnass 4th place.
- S6A -- Fritz Gnass 2nd Place (125 s), Saverio Prato 5th place.
- S8E/P -- Cancelled due to high winds.
- S9A -- Fritz Gnass 1st Place (206 s), Peter Cook 6th place.

NARCON

With the disappointment of the contest cancellation behind us, we looked forward to NARCON starting the next day.

61st National Association of Rocketry CONvention (NARCON-61)

Every year since 1959, the National Association of Rocketry (U.S.A.) sponsors a convention featuring technical sessions on all levels of rocketry.

Each NARCON is scheduled during the winter and is a sister event to the National Association of Rocketry Annual Meet (NARAM) held during the summer.

A total of 17 presentations were scheduled. Topics ranged from construction techniques, flying strategies, spaceflight and so forth. The following tours were also arranged for convention attendees:

- PIMA Air and Space Museum in Tucson, Arizona
- University of Arizona's Richard F. Caris Mirror Lab
- Titan Missile Museum in Green Valley, Arizona.

With up to three presentations running concurrently, it was impossible for us to individually attend all. We tried to split up in a way such that one of us could attend each presentation and share notes later. Those that I attended were all very informative.

THE REST OF THE SEASON

Thus ended our first contest of the year. Sadly, this trip was also the end to the contest year as the remaining competitions we planned to attend were cancelled, one by one.

VIRTUAL SPACE MODELLING COMPETITION

I recently received the results for the first World Space Modelling Virtual Open Meet. The use of "virtual" is a little misleading because actual flying was performed and scored, although no traditional single contest venue existed.

The meet was organized by the United States Space Modelling Team, although it was not an official FAI-sanctioned contest.

The "postal meet" concept was updated to allow competitors to fly locally any time during the competition window and contest results and flight data were recorded online on a daily basis.

The following events were scheduled: S2/P, S4A, S6A, S7, S8D and S9A. Some 59 individuals competed. In the end, Ukrainian competitors earned first place in the S4A, S6A, S7 and S9A events and American competitors earned first place in S2/P and S8D.

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constructions techniques, les stratégies, le vol spatial, etc. Les organisateurs avaient coordonné les tournées suivantes :

• PIMA Air and Space Museum de Tucson

• le laboratoire de miroirs F. Caris de la University of Arizona

• le Titan Missile Museum à Green Valley.

Jusqu'à trois présentations se déroulaient simultanément, si bien qu'il nous a été impossible d'assister individuellement à chacune. Nous avons tenté de nous séparer la tâche de sorte à ce que nous puissions « comparer nos notes » plus tard. Les séances auxquelles je me suis rendu étaient très intéressantes.

LE RESTE DE LA SAISON

C'est ainsi que s'est terminé notre premier concours de l'année. Ce voyage a aussi été synonyme de la saison puisque les autres concours ont été tour à tour annulés.

CONCOURS VIRTUEL

J'ai récemment reçu les résultats du tout premier rassemblement mondial virtuel d'astromodélisme. La terminologie « virtuel » peut porter à confusion puisque des vols ont bel et bien eu lieu et ont reçu un pointage même s'il n'y avait pas de lieu physique traditionnel de concours.

Cette rencontre a été organisée par l'équipe américaine d'astromodélisme même si ce n'était pas un concours officiel et parrainé de la FAI.

Le concept de « rassemblement postal » a été mis à jour afin de permettre aux concurrents de procéder à des vols locaux à n'importe quel moment propice pendant une fenêtre de concours; les résultats et les données de vol étaient quotidiennement consignés en ligne.

Les épreuves suivantes étaient prévues : S2/P, S4A, S6A, S7, S8D et S9A. Quelque 59 modélistes y ont pris part. Ultimement, les représentants de l'Ukraine se sont hissés en première place en S4A, S6A, S7 et S9A tandis que les Américains ont ravi le premier rang en S2/P et en S8D.

Cette coordination et la présentation de cet évènement pourraient devenir le gabarit pour de prochains concours « virtuels », qu'ils soient nationaux ou internationaux.

MES PROJETS EN COURS

Puisque de nombreux concours ont été annulés, j'ai consacré mon temps de loisirs sur d'autres projets d'astromodélisme. Il y a beaucoup de matière à explorer et des outils en appui à notre discipline à concevoir et construire.

FEUILLES DE CALCUL

Ce qui suit, ce sont des outils de tableur que j'ai récemment conçus afin de gérer mes activités et mon matériel.

• Gestionnaire FAI de pointage – Ce chiffrier peut être utilisé afin de consigner le pointage FAI de jugement statique et en vol, de classer les concurrents et de produire une feuille de pointage FAI pour les copies volantes de chaque concurrent.

• Carnet de vol – Taras a insisté sur le besoin – et la conception – de ce chiffrier. On l'utilise afin de consigner les vols, les résultats et les données des altimètres électroniques.

Fritz and Taras exploring the sand (actually gypsum) dunes at White Sands National Monument. / Fritz et Taras examinent les dune de sable (en fait, de la gypse) au White Sands National Monument.

Je peux suivre la performance de chaque maquette d'un rassemblement à l'autre, quelles maquettes j'ai fait voler durant un concours, vérifier quel altimètre électronique j'ai utilisé et ainsi de suite. Cet outil consigne les renseignements de base sur les maquettes et comporte une fonction me permettant d'emmagasiner deux images de référence par maquette, qu'il s'agisse d'une photo ou d'un plan. Je peux aussi emmagasiner des images des tableaux de données d'altitude afin de retourner les consulter rapidement.

On peut imprimer les données de vol sous forme de feuillet standard de vol. Avant un vol, je peux inscrire le plan de vol dans un chiffrier pour ensuite le transférer dans mon dispositif portable. Les données de vol sont alors accessibles sur le terrain et téléchargées sur mon ordinateur à la maison, après coup.

• Travaux – Ce chiffrier générique sert à consigner le temps et l'argent que je consacre à mes travaux (activité, temps que j'y ai consacré, dépenses).

• Matériaux – Ce chiffrier identifie les objets (maquettes, pièces, outils et de quelle façon ils ont associés). Par exemple, dans quelle boîte ai-je remisé mes dispositifs d'allumage et dans quel contenant cette boîte est-elle rangée!

J'ai conçu ce chiffrier simplement afin de m'assurer que j'apportais tout ce dont j'avais besoin en prévision d'un concours.

ÉQUIPEMENT

• Système de contrôle du lancement – Je voulais travailler à parfaire un système depuis un bon moment. Je vais laisser de côté un dispositif automatisé et plutôt en construire un qui sont manuel et robuste à l'aide d'un relais sur la plateforme de lancement qui fournira de l'alimentation électrique avec un minimum de résistance vers le dispositif d'allumage.

Jusqu'à maintenant, j'ai conçu des dispositions de circuit et j'ai acheté les matériaux – il s'agira ensuite de construire.

• Contenants de maquettes et de pieces – J'ai construits des cloisons à insérer dans les boîtes à l'aide de mousse isolante afin d'entreposer en toute sécurité le plus grand nombre de maquettes en aussi peu de boîtes que possible.

CONCEPTION DE MAQUETTES

• S2/P – J'ai acheté du matériel brut pour quelques maquettes, l'année dernière. J'ai esquissé un plan qui incorpore des suggestions de Taras. Je passerai ensuite à la construction.

• S4A – J'ai redessiné la maquette S4A à ailes flexibles que j'ai construite l'année dernière. Le nouveau design devrait être plus léger et concurrentiel lorsque j'y grefferai des moteurs 1/2A.

• J'ai fait l'essai, en guise de prototype, d'un B/G Power Pod en utilisant l'éjection moteur arrière afin que la capsule se détache en toute fiabilité du planeur, une fois le moteur consommé.

The organization and staging of this event could be a blueprint for future "virtual" national and international contests.

CURRENT SPACE MODELLING PROJECTS

With more and more contests being cancelled, I re-focused my hobby time on other space modelling efforts. There are many projects to explore and support tools to design and build.

SPREADSHEETS

The following are some of the spreadsheet tools that I have recently designed and developed to help manage my space modelling activities and materials.

• FAI Space Model Scale Score Manager -- This spreadsheet may be used to record FAI Static and Flight scale scores, rank competitors and generate a competitor's FAI Scale Score Sheet.

• Space Model Flight Log -- The need and concept for this spreadsheet was inspired by Taras. It is used to record launches, flight results, electronic altimeters flown.

I can track model performances from meet to meet, which models I flew in a contest, verify which electronic altimeter I used and so forth. It records basic model information and there is a provision to store up to two reference images per model e.g. a model picture, plan. I can also store images of Altitude Data Charts for quick reference.

Flight data can be printed out in the form of a standard Flight Sheet. Before flying, I can pre-load my planned flights into the spreadsheet and then transfer it to my portable device. Flight data may then be input on the field and then downloaded to my home computer after flying.

• Space Model Work Item -- This generic spreadsheet is used to track my space modelling work. Activity, time and expense data are managed.

Some of my projects in progress. / Quelques-uns de mes projets en marche.

• Space Model Object -- This spreadsheet identifies objects e.g. models, parts, tools and how they are associated. For example, in what box are my ignitors stored, and in what container is my Ignitor box stored!

This spreadsheet was developed to ensure I pack everything I need for contest flying and nothing more.

EQUIPMENT

• Launch Control System -- I have been wanting to work on an updated system for some time. I will forgo an automatic launch feature to instead build a manual, robust system employing a relay at the launch pad to feed power with minimal electrical resistance to the ignitor.

To date, I have developed the circuit layouts and have purchased most supplies -- construction is next.

• Models and Parts Containers -- I have built box inserts out of insulation foam to safely store the maximum number of models in the minimum number of boxes.

MODEL DEVELOPMENT

• S2/P -- I purchased the raw parts for a couple od models, last year. I have drafted a model plan which has incorporated some design suggestions from Taras. Construction is next.

• S4A -- I have re-designed the flop-wing S4A model I built last year. The new design would be lighter and more competitive when using 1/2A motors.

• I prototyped a B/G Power Pod using rearward motor ejection to reliably detach the pod from the glider after engine burnout.

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WANTED: Old radios for private collection. Any old radio from the 50's, 60's or 70's. These can be single channel, reeds, proportional etc. *Jet Legend* Send list to Charles Chomos, 369 Pepper Dr., Burlington ON L7R 3C8. Ph. 905.632.4479 cchomos@hotmail.com

FOR SALE: Custom Decals and Roundels for all scale Modelers. Lettering. Numbers and Art for all models. Call: 807-598-0564 or email: gwensgraphics@gmail.com (11/18)

WANTED: Engines, and tether or push cars for private collection. Anything from the 1970's and earlier, glow, diesel, ignition, engine parts, boxes, displays etc. Especially looking to buy the Canadian built Ajax, Canuck, Banshee, Drimmie, Fitzpatrick, Hurricane, Merlin, Monarch, Queen Bee, Ram and Cox engines. Send list to Frank Klenk, Tillsonburg, Ontario 519-550-7955. flyanextra@gmail.com (01/13)

FOR SALE: Estate services offered. Will inventory all your items, sell items for you or buy outright. Call or write for details. Protect your valuables and know what they are worth. Plan ahead. Contact Frank Klenk, Tillsonburg, Ontario. 519.550.7955. flyanextra@gmail.com (01/13)

WANTED: 10cc to 20 cc has engine, must be able to be hand started. Arnold text only to 306-421-6480. (Estevan, SK) (02/21)

FOR SALE: Ultra Stik 120, 75" span, E-Flite 90 outrunner, Futaba Servos, Spectrum RX with satellite RX, apoprox 15 lbs. Flown 4 times. All you need to fly is a 6s Battery. Asking $475. | 6 - T22/1/11 E-Max grand Turbo Motors. NIB $20 each. | 3W25 Typhoon Brushless Motors. NIB $50 each. | Approx. 40 rolls of airplane covering, Monokote etc., most rolls not full. Sellas one lot only. $150. | Approx 50 16" to 22" propellers, some new, some used, wood, Master Airscrew K series, APC Composite, sell as 1 lot only $200. | Magnum GP .40 2 stroke, NIB with muffler. $75. | .61 Evolution 2 stroke with muffler, used but like new, lots of compression. $95. | Attack 4 Futaba TX FP14p NBL 72.270. Good working condition and good battery. $25 | Glow starters for 2 and 4 stroke motors. Heavdy duty, all good working condition. 1 lot $50. All items can be picked-up in Calgary. Phone Reg 403-271-1119 (0221)

WANTED: Graupner Multplex Flamingo RC towline glider or Kranich electric RC glider wing. Complete or damaged, or wing plan. John: jecrx@hotmail.ca (Georgetown, ON) 289-891-6232

FOR SALE: Partial kits, plans and all parts except for stick wood. Machine or laser cut, mostly from Bob Holman. | Gas/Electric Power, $20 each: American Ace 54". Super Zomby 44", Mini Hogan 45", Pacific Ace 36", Supermarine Sparrow 36", Rambler 1/2 A Texan 45", Buccaneer 36", American Ace 36", Lanzo Puss Moth 51", Tom Boy 36" or 40", Super Sniffer 48", Dart Kitten 55" w/ plastic cowl, Focke Wulf 190 30" w/plastic canopy. Rubber Power, $15 each: Cleveland Wakefield Gull 43", Black Bullett 30", Horak Wanderer 31", Jimmie Allen Bluebird 37"., Orr Chieftain 35", Earl Stahl Fairchild 24", Comet Jr. Clipper 36", Porterfield Collegiate 34". | Complete Kits Laser Cut: Retro Baby Bio-winger 13" $15, Pat Tritle J3 Kitten 28" $25, Stevens DiddleRod 25" $20. | Plans Only, $5 each: Black Bullet 30", My Sparky 32", Jimmie Allen Bluebird 37", Tom Boy 36" or 40" | George Chapman. Ph. 204 895-8444 or GeoChap@Shaw.ca

WANTED: Iron-on fabric covering: Solartex or Oratex-Satin or Antique. 5 m. roll or equivalent total-Tony 519-537-7780-tonyannap@bell.net

WANTED: Futaba 7 C fasst transmitter, can be a defect one, all I need is the 2 part housing with a working antenna, as my antenna mount broke into many pieces. Please contact Michael at cumulus@shaw.ca

WANTED: Hitec Prism 7x Transmitter in good usable condition. (Ch 43 preferred). Tom Carroll (Medicine Hat, AB) 403-526-6843

FOR SALE: PST J600R turbine -as new only factory run $975.00 US OBO. Jimaero3@outlook.com

FOR SALE: Saito 150 for sale, NIB never run. Asking $500. Contact Bill at abselkirk@rogers.com or 705 429-9676

FOR SALE: Flying Quaker 84". Complete kit for this large 1935 design, all the Balsa, many shaped parts, plans. This project will keep you going all winter. Google Flying Quaker 84 for more info on the model. $100. John 416 830 0858 (Stouffville, ON)

FOR SALE: Miles Hawk Major 71" span, Saito .125 For details and pictures email rgbaylis@yahoo.ca

WANTED: Futaba 7C 2.4 GHZ transmitter in good usable condition. Richard sheprm2009@hotmail.com. (09/20)

WANTED: Kyosho Nexus 30, Raptor 30, or Century Hawk/Falcon/Raven tail section or complete heli for parts. Mike (ruthtaziar@gmail.com) (07/20)

COMING EVENTS

Due to the changing nature of COVID-19 precautions perscribed by each level of government, please confirm that an event is happening as planned by checking the host club's website or contacting the event organiser. When attending events, please keep all social distancing and personal protection protocols in mind an enjoy the hobby while protecting yourself and others.

En raison de la nature changeante des précautions que préconisent divers ordres de gouvernement au sujet du virus COVID-19, veuillez confirmer qu'un évènement aura lieu tel que prévu en vérifiant le site Web du club-hôte ou en communiquant avec l'organisateur. Lorsque vous prendrez part à l'évènement, veuillez observer tous les protocoles de distanciation physique et personnelle. Profitez de notre passe-temps tout en vous protégeant et en protégeant les autres

ALBERTA - A

MAY 01, 2021 - SATURDAY | Fun Fly | 1 Day | Spring Fun Fly | NIGHT HAWK R/C FLYING CLUB | TABER LANDFILL LOCATION 11-10-17-W4M | Come out and enjoy the spring weather and knock off some winter rust. Hopefully winds will cooperate and food will be offered. | 2021-1373 | http://www.tabernighthawks.ca

MAY 14, 2021 - FRIDAY | Fun Fly | 3 Days | Classic Ice Breaker Fun Fly | ROCKY BARNSTORMERS R/C CLUB | PERRY'S POND | Classic Ice Breaker Fun Fly, Rocky Barnstormers RC Club at Perry Pond located 8.2 km north on Hwy 22 from Hwy 11 junction. Turn west on TWP RD 405 for 1.6 km, turn rt onto RR 74 for 0.8 km and left into Pond site. Self contained camping $25 for the weekend. Non camping fliers $5 for the weekend. Concession on site. Proof of MAAC membership required. MAAC rules apply Contact Peter at 403-846-7522 or email pwdyck@telus.net | 2021-1351

MAY 29, 2021 - SATURDAY | Competition | 1 Day | IMAC | STAMPEDE CITY RADIO CONTROL MODEL CLUB | SCRCMC | A 1 day competition, no rain day, pilots meeting 9 AM Lunch will NOT be provided or available Fee; $30 IMAC members, non-members $40, Novice and first time Basic are free MAAC or AMA membership required Normal sequences Directions Field gate: intersection of Range Road 283 & Township Road 232 Turn south just west of 10 grain storage bins or Lat. 50.950657, Long -113.842254 GPS N50 57.033, W113 50.533 Please register early and delete if plans change Covid 19 rules at the time of the contest will be applied Accommodations available in south Calgary or free dry camping | 2021-1383 | http://www.scrcmc.ca

JUNE 12, 2021 - SATURDAY | Competition | 2 Days | Spring Pylon | MEDICINE HAT RC'ERS INC. | 5260 BOX SPRINGS RD. NW | Sanctioned by Canadian Prairie Pylon Racing Association (CPPRA) and hosted by the Medicine Hat RCer's. Q500 on June 12-13. 09:00 AM start each day. CPPRA rules apply. Pre-registration required online at www.cppra.org. Field available for test flying Friday PM ONLY. $50/event fee. Dry camping available. For information contact Ian Griffiths at griff_1999@hotmail.com For directions see our website at http://nonprofit.memlane.com/rcers/index.html | 2021-1385 | https://www.facebook.com/groups/163286110983798/?ref-bookmarks

JUNE 14, 2021 - MONDAY | Fun Fly | 7 Days | Valley of Hope Fun Fly | ROCKY BARNSTORMERS R/C CLUB | VALLEY OF HOPE | Valley of Hope Fun Fly and Potluck Supper. Travelling from East or West on Hwy 54, turn North onto RR 45 (Roosters Lumber sign) for 3.4 km, turn rt. immediately crossing a Texas gate driving 700 meters turning left into Flying site. Potluck supper on Sat $5/ person, with funds going to STARS. Concession on site Fri-Sun with burgers, hot dogs, pop, and coffee. Self contained camping NC. Proof of valid MAAC required. MAAC rules apply. Contact Wil Vohs 403-588-8026 or Peter 403-846-7522 | 2021-1348

JUNE 19, 2021 - SATURDAY | Fun Fly | 2 Days | PAN-Scramble Fun Fly | MEDICINE HAT RC'ERS INC. | 5260 BOX SPRINGS RD. NW | Come shake off the pandemic and scramble to fly this Spring at Medicine Hat RC'ers PAN-Scramble Fun fly, with acres of field, 3 intersecting asphalt runways and famous blue sky's forever. There is fun to be had for all, fly out side and or fly simulator indoors your call. Dry Camping for pilots and their family's no hookups, basic washroom on site, $10 landing fee. Also, concessions and Lunch available for a small fee. So, bring your family bring a friend, a smile will help brighten the day. Let's have some fun at our family friendly club hope to see you there. | 2021-1388 | https://www.facebook.com/groups/163286110983798/?ref-bookmarks

JUNE 26, 2021 - SATURDAY | Competition | 1 Day | IMAC | ALBERTA/NORTHWEST TERRITORIES ZONE | Broxburn Field | Broxburn Field is a privately owned full scale airfield. Runway 2000 feet, 100 ft wide. Free parking, dry camping. One day competition, pilots meeting 9:00 am. Friday set up and flying if desired. All Covid-19 rules will apply. Food/drink will NOT be provided unless Covid-19 rules change. Entry fees are: IMAC Member, $30, Non Member, $40, Basic and Novice, no charge. For further information, please see attached poster. | 2021-1380

JULY 02, 2021 - FRIDAY | Fun Fly | 3 Days | Airshow42 | CAMROSE MODELERS ASSOCIATION | ALBERTA'S LITTLEST AIRPORT | CMA & ALA invite you to our field near Bawlf, AB for flying & fellowship of all model aviation. Fireworks Saturday Evening. Dry camping & aircraft storage/charging available on site. BQ's available/No Concession. Contact Reg @ 780-679-7342 Email: blackwellreg@gmail.com. | 2021-1364 | http://www.m.Facebook.com/AlbertasLittlestAirport/

JULY 03, 2021 - SATURDAY | Fun Fly | 1 Day | Memorial Fun Fly | NIGHT HAWK R/C FLYING CLUB | TABER LANDFILL LOCATION 11-10-17-W4M | Fun Fly dedicated to all previous flyers from the club. Come out and have some fun with old and new planes. Food provided with donations accepted. | 2021-1374 | http://www.

Due to the changing nature of COVID-19 precautions perscribed by each level of government, please confirm that an event is happening as planned by checking the host club's website or contacting the event organiser. When attending events, please keep all social distancing and personal protection protocols in mind an enjoy the hobby while protecting yourself and others.

En raison de la nature changeante des précautions que préconisent divers ordres de gouvernement au sujet du virus COVID-19, veuillez confirmer qu'un évènement aura lieu tel que prévu en vérifiant le site Web du club-hôte ou en communiquant avec l'organisateur. Lorsque vous prendrez part à l'évènement, veuillez observer tous les protocoles de distanciation physique et personnelle. Profitez de notre passe-temps tout en vous protégeant et en protégeant les autres

tabernighthawks.ca

JULY 10, 2021 - SATURDAY | Competition | 2 Days | Valley of Hope IMAC Challenge | ROCKY BARNSTORMERS R/C CLUB | VALLEY OF HOPE | Valley of Hope IMAC Challenge. Travelling from East or West on Hwy 54, turn North on RR 45 (Roosters Lumber sign) for 3.4 km, turn rt. crossing Texas gate follow trail for 700 meters and turn left into flying field. With thousands of feet of runway, and miles of open sky, Valley of Hope is the location to spend a weekend testing your IMAC skills, Lots of room for dry camping, with lunch on both days. All levels from basic to unlimited will be flown, Normal Aresti for upper classes. Landing fee: $30 for IMAC members $40 for non-members. Proof of valid MAAC or IMAC required. Contact Mark Richens - mkrichens@gmail.com or 780-919-6153 | 2021-1384

JULY 24, 2021 - SATURDAY | Competition | 2 Days | Western Breeze IMAC | EDMONTON RADIO CONTROL SOCIETY | ERCS FIELD | Western Breeze IMAC is a Scale Aerobatics contest being held at ERCS Bremner field near Sherwood Park, Alberta (close to Edmonton.) There is on-site camping and hotels nearby in Sherwood Park. All restrictions due to Covid will be strictly followed. Depending on the Covid situation at the time of the event food and drink may or may not be offered. This will be a 2 day IMAC contest in the IMAC NW region – all classes will be offered Novice thru Unlimited. Field is spectacular, unobstructed airspace with two huge grass runways and plenty of pit area. Freestyle will only be offered if there is enough interest and competitors contact the CD (mschammon@msn.com) ahead of time. This is to make sure there are enough competitors to justify setting up a sound system, prepping judges etc. For more information on IMAC see mini-iac.com | 2021-1379 | http://www.ercs.ab.ca

JULY 31, 2021 - SATURDAY | Fun Fly | 3 Days | Giant Scale Fun Fly | BROXBURN FIELD | BROXBURN FIELD | LARCC 2ND ANNUAL GIANT SCALE FUN FLY! JULY 31-AUGUST 2ND COME JOIN US FOR 3 DAYS OF WATCHING THE PILOTS FLY GIANT SCALE (ALL PLANES BIG OR SMALL ARE WELCOME) FREE DRY CAMPING, PRIZES TO BE WON AND DELICIOUS FOOD AVAILABLE TO PURCHASE. GPS 49.746893 - 112.705521 | 2021-1344

AUGUST 21, 2021 - SATURDAY | Fun Fly | 2 Days | Corn Roast | CAMROSE MODELERS ASSOCIATION | ALBERTA'S LITTLEST AIRPORT | CMA invite you to our Annual Corn Roast. Celebrating the harvest at out field near Bawlf,AB. All types aircraft welcome. Hay rides for family activities. Dry camping & aircraft storage/charging available on site. BQ's available/No Concession.Contact Reg @ 780-679-7342 Email:blackwellreg@gmail.com | 2021-1365 | http://www.m.Facebook.com/AlbertasLittlestAirport/

AUGUST 27, 2021 - FRIDAY | Fun Fly | 3 Days | Fall Water Float Fun Fly | ROCKY BARNSTORMERS R/C CLUB | PERRY'S POND | Fall Water Float Fun Fly, Rocky Barnstormers,

at Perry Pond located 8 km north on Hwy 22 from Hwy 11 Junction. Turn West onto TWP RD 405 for 1.6 km, turn rt. for 0.8 km and turn left into Pond site. Self contained camping $25 for the weekend. Non camping flyers $5 for the weekend. Concession with burger, hot dogs, and pop. Proof of valid MAAC membership required. MAAC rules apply. Contact Peter 403-846-7522 | 2021-1349

AUGUST 28, 2021 - SATURDAY | Fun Fly | 1 Day | Cornfest Fun FLy | NIGHT HAWK R/C FLYING CLUB | TABER LANDFILL LOCATION 11-10-17-W4M | Cornfest Fun Fly, grab some Taber corn from a local vendor and then come out and fly and enjoy the August sun and sky. Food provided with donations accepted. | 2021-1375 | http://www.tabernighthawks.ca

AUGUST 28, 2021 - SATURDAY | Fun Fly | 2 Days | Bruce Bender Memorial Scale Fun Fly | EDMONTON RADIO CONTROL SOCIETY | ERCS FIELD | First inaugural Bruce Bender Memorial Scale Fun Fly. Open to ALL SCALE AIRCRAFT. Come out and enjoy a great weekend of scale flying. Dry camping on site. Raffle, prizes, and pilots choice award. Landing fee of $10.00 Bonfire every night. Current MAAC or AMA membership required to fly. This event may be subject to changes due to regional Covid restrictions and will be updated as much as possible. | 2021-1446 | http://www.ercs.ab.ca

SEPTEMBER 11, 2021 - SATURDAY | Competition | 1 Day | IMAC | STAMPEDE CITY RADIO CONTROL MODEL CLUB | SCRCMC | This event offers all competition levels including Novice. Covid requirements at the time of the event will be implemented, be prepared. No food or drink will be provided and distancing may still be needed. Bring a plane and have some fun. | 2021-1367 | http://www.scrcmc.ca

SEPTEMBER 11, 2021 - SATURDAY | Competition | 2 Days | Autumn Pylon | MEDICINE HAT RC'ERS INC. | 5260 BOX SPRINGS RD. NW | Sanctioned by Canadian Prairie Pylon Racing Association (CPPRA) and hosted by the Medicine Hat RCer's. Q500 race on Sept 11-12. 09:00 AM start each day. CPPRA rules apply. Pre-registration required online at www.cppra.org. Field available for test flying Friday PM ONLY. $50/event fee. Dry camping available. For information contact Ian Griffiths at griff_1999@hotmail.com For directions see our website at http://nonprofit.memlane.com/rcers/index.html | 2021-1387 | https://www.facebook.com/groups/163286110983798/?ref-bookmarks

SEPTEMBER 11, 2021 - SATURDAY | Fun Fly | 2 Days | Fall Fun Fly & Potluck supper | ROCKY BARNSTORMERS R/C CLUB | ROCKY BARNSTORMERS MAIN FIELD | Fall Fun Fly and Potluck Supper Sept 11/12 at Barnstormers Main Field. Free flying and Free self contained camping. Concession both days, Potluck supper on Sat. Bring one of salad, vegetables or desert. Meat is supplied. Proof of MAAC membership required. MAAC rules apply. Contact Peter 403-846-7522 | 2021-1350

SEPTEMBER 11, 2021 - SATURDAY | Fun Fly | 1 Day | ERCS electic fun fly | EDMONTON RADIO CONTROL SOCIETY | ERCS FIELD | Come on out for a day of flying anything electric. Shake off the Covid blues! No noisy gassers flying around just our electric powered planes! Landing fee this year is $10 and valid MAAC is required. This is dependent on Covid restrictions and I will update any changes and requirements | 2021-1445 | http://www.ercs.ab.ca

SEPTEMBER 18, 2021 - SATURDAY | Fun Fly | 2 Days | Fall Windup | CAMROSE MODELERS ASSOCIATION | ALBERTA'S LITTLEST AIRPORT | CMA invite you to the Fall Windup at ALA, near Bawlf, AB. Dry camping, aircraft storage/charging available on site. No Concession Contact Murray @ 306-821-2385 Email: snaproll647@gmail.com | 2021-1366 | http://www.m.Facebook.com/AlbertasLittlestAirport/

SEPTEMBER 18, 2021 - SATURDAY | Fun Fly | 2 Days | Dogfight Over Benalto | ALBERTA/NORTHWEST TERRITORIES ZONE | Gary Hillman property | Six miles southeast of Benalto, Alberta | 2021-1377

SEPTEMBER 18, 2021 - SATURDAY | Fun Fly | 2 Days | 3rd Annual festival of flight | MEDICINE HAT RC'ERS INC. | 5260 BOX SPRINGS RD. NW | Come one, COME ALL, to our 3rd Annual FESTIVAL OF FLIGHT. As we celebrate all fantastic things flying with our family and friends, so mosey on over to Medicine Hat RCers and see what all the fuss is about. Camping on site (no hookups), basic washroom, concession and Lunch available for a small sum. Landing fee of $10 for all pilots flying. This event is for all types of wonderful flying machines (Jet and retract friendly) 400' paved intersecting runways, with a simulator onsite for those who wish to start somewhere. Hope to see some new faces this year, and Happy safe flying to you all! | 2021-1386 | https://www.facebook.com/groups/163286110983798/?ref-bookmarks

JANUARY 01, 2022 - SATURDAY | Fun Fly | 1 Day | Polar Fun Fly | ROCKY BARNSTORMERS R/C CLUB | ROCKY BARNSTORMERS MAIN FIELD | Rocky Barnstormers Polar Fun FLY Jan 1, 2022 at Main Field 1 km south of Rocky on Hwy 11,, turn rt. onto TWP RD 392, travel 0.8 km and turn rt. into flying site. Heated club house, coffee and cookies/cake provided. Proof of valid MAAC membership required. MAAC rules apply. Contact Peter 403-846-7522 | 2022-01

Atlantic - B

JUNE 13, 2021 - SUNDAY | Fun Fly | 7 Days | Fathers day fun fly | CAPE BRETON RADIO CONTROL MODELLERS | margaree airport | Well it is that of year again the margaree fun fly is on if nothing changes this year there will be a BBQ on site for everyone to use there is power and wash rooms covid 19 protecall has to be followed hope see everyone and have fun | 2021-1381

JULY 13, 2021 - TUESDAY | Fun Fly | 14 Days | Float Fly Louis Pelletier | LES AILES DU MADAWASKA | Camping des Frontières | 2021-1343

AUGUST 05, 2021 - THURSDAY | Fun Fly | 5 Days | Miramichi Modelers First Annual Fun Fly | MIRAMICHI R/C MODELERS | MIRAMICHI AIRPORT COMMISSION | Miramichi Modelers would like to welcome you to our first annual fun fly. This event is at the old Miramichi airbase where we are able to fly from the taxi way that runs parallel with the main runway. Plenty of runway for anything from park flyers to giant scale, and as well jets of any size. Camping is also available for this event and night flying is welcome as well. Anyone can come out and join us from Thursday, August 05 to Monday, August 09. Hope to see you all there. | 2021-1354

AUGUST 27, 2021 - FRIDAY | Fun Fly | 3 Days | Eastern Canada Fun Fly | LES AILES DU MADAWASKA | Aeroport du Madawaska Inc. | Le Club Les Ailes du Madawaska, tiendront leur FUN FLY de l'EST du CANADA, les 27, 28 & 29 Août 2021 a l'Aéroport d'Edmundston. Un rendez-vous pour modélistes et pilotes d'avions, jets et hélicoptères. Le 27, 28 & 29 Août seront journées ouvert au publique. Cantine, hangar pour la nuit (avec électricité). Camping sur le terrain (sans service). Camping Provincial et motels a moins de 10km .L'aéroport est situé a a la frontière Nouveau-Brunswick / Québec, sur l'autoroute 2. A surveillez pour les nouvelles sorties de l'autoroute. Pour plus d'information, visiter notre site web www.lesailesdumadawaska.com ou contacter Paul Belzile 506-740-0565, courriel: paulbelzile70@gmail.com ou Roland Levesque, cell 506-740-2330, maison 506-739-8237. Couriel: rolandl@outlook.com, Les Ailes Du Madawaska will be hosting their annual "Eastern Canada Fun Fly" at the Edmundston municipal airport on August 27, 28 & 29, 2021. It's the perfect meeting place for hobbyists and pilots. Airplanes, Jets and Helicopters are welcome. Open to the public on August 27, 28 & 29. Concessions, hangar for night storage (with electricity). Camping on site with no services. Motels and Provincial Camping at less than 10km. The airport is located on side of the Trans Canada hwy #2 at the Quebec / New-Brunswick Border. For info you may check our web site at www.lesailesdumadawaska.com, or contact Paul Belzile, 506-740-0565, email: paulbelzile70@gmail.com, or Roland Levesque, Cell 506-740-2330 or Home 506-739-8237. Email: rolandl@outlook.com. | 2021-392

BRITISH COLUMBIA - C

MAY 01, 2021 - SATURDAY | Competition | 2 Days | Creston Valley IMAC Competition | CRESTON VALLEY R/C CLUB | CRESTON VALLEY RC CLUB | See Info on our website at "crestonvalleyrc.com" | 2021-1368

MAY 28, 2021 - FRIDAY | Fun Fly | 3 Days | Spring Fun Fly | KAMLOOPS MODEL AIRPLANE SOCIETY | Tolko Airfield | Come out and join us for 3 days of great flying off our 600 foot paved runway and 600 foot grass runway. Set up tables, charging stations, 5 flight stations, clubhouse and lots of seating. Plenty of space for setting up day sun shelters on the grass. Dry camping is by donation and we can accommodate a couple dozen RVs. Swap meet Saturday, May 29th - FREE set up - Please bring your own table. Looking forward to seeing pilots and their families from clubs throughout BC and beyond. | 2021-1352 | http://www.kmasrc.ca/

MAY 31, 2021 - MONDAY | Fun Fly | 7 Days | SPRING FLOAT FLY | GRINDROD AIR FORCE | SANDY POINT CAMPGROUND | May31 to June 6th. 7 days of FLOAT FLYING on BC's SHUSWAP LAKE. LETS TRY THIS AGAIN. We are assuming that activities will be back to some what normal by then. This is the 44th year for this event, so don't miss it. 7 days of flying on the water, lots of old friends to visit with and campfires at night. Retrieval boat RESQUE ONE available if needed. Pilot Fee is $10 for the week, and camping discounts apply for the event. Lots of hook-ups available---contact the campground directly at 250-832-3793 AFTER APRIL 30TH Grindrod contacts are ; Trevor---norsworthy@telus.net Jack ---jblflyer@gmail.com DON'T FORGET YOUR MAAC CARD REMEMBER the campground does not allow DOGS, "SORRY" | 2021-1355

JUNE 04, 2021 - FRIDAY | Fun Fly | 3 Days | B.C. Scale - Fun Fly | HIGH COUNTRY FLYERS | KAMLOOPS TOURNAMENT CAPITAL - RANCH EVENT FIELD | 2021 B.C. Scale Fun Fly June 4 - 6th, 2019. Bring your 'Fun Scale' or 'fully' Scale Airplane to enjoy our new 'Event' Flying site to show off your Scale Planes find out more about RC Scale and practice/share ideas. Location: Kamloops Tournament Capital - Ranch Directions: Off Hwy 1 Take Highway 5 North from Kamloops and go about 18.5 km see sign on West Side pointing to the Kamloops Tournament Capital Ranch. South on Hwy 5 it's 18.5km north of Kamloops. 5375 Yellowhead Highway. GPS Co-ordinates: Latitude - 50.831220 - Longitude -120.289415 - Dry Camping Available - day early o.k. - City of Kamloops RV parking fee; $16.50 for the event - $10.00 'Landing Fee' waived for High Country Flyers members. Details: http://www.highcountryflyers.org/Activities.html Just come and have fun and socialize. Judges and Flyers are welcome to practice share their knowledge and learn. Contacts: Roly (250) 374-4405 or Mike (250) 558-0758 | 2021-843 | http://www.highcountryflyers.org

JULY 01, 2021 - THURSDAY | Fun Fly | 4 Days | MAAC - Zone-C Summer Fun Fly | HIGH COUNTRY FLYERS | KAMLOOPS TOURNAMENT CAPITAL - RANCH EVENT FIELD | MAAC-Zone-C Summer Fun Fly - July 1, 2,3, & 4, 2021. Enjoy a fun time of flying, All Birds welcome, lots of room for Helicopters and Drones on adjacent fields. Location: Kamloops Tournament Capital - Ranch Directions: Off Hwy 1 Take Highway 5 North from Kamloops and go about 18.5 km see sign on West Side pointing to the Kamloops Tournament Capital Ranch. South on Hwy 5 it's 18.5km North of Kamloops. 5375 Yellowhead Highway GPS Co-ordinates: Latitude - 50.831220 - Longitude -120.289415 Dry Camping Available - day early o.k. - City of Kamloops $16.50 for the event. Time: 08:00 AM to 05:00 PM $10.00 'Landing Fee' waived for High Country Flyers members. Contact Person: Roly Worsfold Contact Number: 250-374-4405 Contact Email: rolydd@telus.net Event Website: http://highcountryflyers.homestead.com | 2021-844 | http://www.highcountryflyers.org

JULY 23, 2021 - FRIDAY | Fun Fly | 3 Days | 100 Mile Model Flyers Summer Fun Fly | 100 MILE MODEL FLYERS | 100 Mile Airport | 100 Mile Model Flyers Invites you to attend our annual summer fun fly. JULY 23th 24th & 25th 2021. Event held at 100 Mile House Airport. GPS; 51.642880 – 121.307020 Paved runway, suited for jets and large models, All types of aircraft welcome. $10 landing fees per pilot. Flying from 9am to dusk electrics after hours. Pilots must have M.A.A.C. Notam posted, air traffic monitored We will see you at the 100 Mile Model Flyers Summer fun fly. Centrally located in Zone C. Dry camping at south Cariboo rec center ball diamonds next to runway. Check in Friday $10 for weekend. Wash rooms, walking trails, off leash dog park. 150 feet from camping to flight line Hotels, Motels, and other amenities 5 min away. Covid19 protocols will be in place. Please let us know if planning to attend. Early bird camping and flying is available, at our home field. Contact: Bill Hood 250-397-2575 billnlinda@bcinternet.net John Code 250-395-1219 thecodejc@gmail.com Denis Doucette 250-397-2125 drsmdoucette@gmail.com | 2021-1363

JULY 30, 2021 - FRIDAY | Fun Fly | 4 Days | Wester Canada Heli Fun Fly | HIGH COUNTRY FLYERS | KAMLOOPS TOURNAMENT CAPITAL - RANCH EVENT FIELD | Event will be held, July 30, 31, Aug. 1, & 2, 2021 at the Tournament Capital Ranch 15 min north of Kamloops BC. City of Kamloops camping $16.50 for the event. Contact Barry Forsyth for more info E-Mail bares@telus.net 778-586-167. Helis only no airplanes please. Hotels 15 min away. Huge flying field. Night flying.Social distancing required. Limited to compliance Covid restrictions if any. | 2021-456 | http://www.highcountryflyers.org

AUGUST 20, 2021 - FRIDAY | Fun Fly | 3 Days | Western Canada Large Model Fly-In | HIGH COUNTRY FLYERS | KAMLOOPS TOURNAMENT CAPITAL - RANCH EVENT FIELD | Western Canada Large Model Fly-In Hosted by: High Country Flyers & Fraser Valley Big Birds - British Columbia August 20th, 21st and 22nd 2021 - Wed. Early Flyers Welcome Warbird - Classic - Sport MAAC Large Model Rules 80 inches+ Wing Span or ¼ Scale - Bi-Planes 60 inch Come and enjoy a relaxing FUN weekend. Location: The Kamloops Tournament Capital - Ranch 5375 Yellowhead Highway GPS Co-ordinates: Latitude - 50.831220 - Longitude -120.289415 or: Latitude - 50° 27' 37.9583" - Longitude -120° 36' 24.3036" - $10.00 'Landing Fee' waived for High Country Flyers members. - Dry Camping city of Kamloops: $16.50 for event, - Concession To Be Announced Open Flying Area - No 3-D Flying (o.k. after 4PM) Contact Roly-Ph.250-374-4405- rolydd@telus.net Website: www.highcountryflyers.homestead.com | 2021-845 | http://www.highcountryflyers.org

SEPTEMBER 07, 2021 - TUESDAY | Fun Fly | 6 Days | Fall Classic Float Fly | SHUSWAP LAKE AERO MODELERS | SANDY POINT CAMPGROUND - FLOAT PLANE FLYING SITE | Please note the below is a summary of the normal goings on but we should note that due to more limited attendance, assumed, activities will probably be a little less than most years. Flying will remain the same and we will do our best to provide "entertainment/activities" but in keeping with keeping safe, this year. Thank you for understanding! 2020 was limited but a lot of fun AND thankyou to all those who attended, for your tremendous support of the event. Fun Fly 6 days SLAM FALL CLASSIC FLOAT FLY SHUSWAP LAKE AERO MODELERS Sandy Point Resort & Campground. Come share this beautiful flying site and comradery with other Pacific Northwest modelers at the largest float event in the region. Registration begins Tuesday September 8th and continues through Sunday September 13th when Awards & Raffle Prizes will be presented. A retrieval boat will be available all during the event . Your $15 'slashdown fee' includes unlimited flying at this beautiful site, pilot's prizes and a cornroast. We also plan a raffle with super prizes,50/50s pie & ice-cream & more. Sandy Point Resort is located 5 km West of Salmon Arm and accepts reservations @ 250-832-3793. Regrettably, THEY DO NOT ALLOW DOGS. Contact:www.slams.ca | 2021-1347 | http://www.slams.ca

OCTOBER 01, 2021 - FRIDAY | Fun Fly | 3 Days | End of Summer Fall Fun Fly | HIGH COUNTRY FLYERS | KAMLOOPS TOURNAMENT CAPITAL - RANCH EVENT FIELD | End of Summer Fall Fun Fly at the Tournament Capital Ranch for a big finish to the summer for October 1st to 3rd, 2021. $10.00 'Landing Fee' waived for High Country Flyers members. An ALL BIRD Fly-In for everyone to enjoy ...planes big or small, helicopters, gliders, even Drones. A course will be setup to have some fun. Dry Camping allowed - city of Kamloops fee $16.50 for the weekend. So come enjoy the day or even a camping night should be lots of fun. Even get in some night flying ...gliders...or helicopters. We will have use of the lights for night flying too. Just a fun weekend ...with friends. Contact Barry or Judy bares@telus.net 250-376-4603 Check out website:http://www.highcountryflyers.org/ | 2021-847 | http://www.highcountryflyers.org

MANITOBA - D

NO LISTINGS

MIDDLE - E

NO LISTINGS

NORTHERN ONTARIO - F

AUGUST 14, 2021 - SATURDAY | Air Show/ Demo | 1 Day | Northern Ontario Zone & NIPMAC Annual Fun Fly | NIPISSING MINIATURE AIRCRAFT CLUB | CRANBERRY FIELD | Northern Ont. Zone Event & NIPMAC Annual Fun Fly at the Cranberry flying field, North Bay. Rain Day: Sunday, August 15, 2012. Time: 9 am to 4 pm, after welcome remarks, Pilot health & safety briefing. Fee: To be confirmed later. Relaxing, no stress event. Great social and friendly opportunity. Buy, sell or trade tables provided, raffle tickets and pilot prices. Contacts: F. (Foley) Soroye - soroye@start.ca Jerzy Bak - jerzyb@efni.com | http://www.nipmac.ca

OTTAWA VALLEY - G

MARCH 06, 2021 - SATURDAY | Fun Fly | 1 Day | Winter Fun Fly | STETSON FLYERS | FIELD - 5800 FRONTIER RD. OTTAWA | Stetsons Annual Winter Fun Fly: MAAC required. Come have fun in the snow with your friends! Skis recommended. All types of aircraft welcome. Warming shelter, warm drinks and yummy treats will be available. | 2021-829 | http://www.stetsonflyers.com

MAY 22, 2021 - SATURDAY | Fun Fly | 1 Day | Fun Float Fly | DESERONTO ROYAL FLYING CLUB | DESERONTO RFC WATERFRONT SITE | As usual, the Deseronto Royal Flying Club will be hosting a day of flying off the beautiful waterfront in Deseronto. Come on down to enjoy a day for flying or watch aircraft as we tackle some challenging conditions at time. | 2021-1357 | https://www.facebook.com/Deseronto-Royal-Flying-Club-438841956540706/

MAY 28, 2021 - FRIDAY | Auction | 3 Days | Auction and Fun Fly | KINGSTON R/C MODELLERS | FIELD - 10 KM NORTH OF ODESSA | Annual Radio Control AUCTION and Fun Fly , 3 days, May 28th,29th 30th.2021, at the Kingston Flying Field. See Kingston Web Site (http://www.krcm.org/) for more details. Please contact Walter Ernstberger (615 354 2535) for details. | 2021-1378 | http://www.krcm.org

MAY 28, 2021 - FRIDAY | Fun Fly | 3 Days | Huckin' In The Valley | ARNPRIOR RADIO CONTROL CLUB | FIELD - 5556 LOGGER WAY ARNPRIOR, ON | The Arnprior Radio Control Club is hosting the 7th Annual Huckin' In the Valley for all of you guys out there who love to fly lots and eat well! Come join us for lots 3D fun, participate in the famed "Cluster Huck", and other shenanigans at the club's large grass field nestled in the idyllic forests of eastern Ontario. New to 3D and looking to learn 3D, all skill levels are welcome. Most participants make it a full 3 day weekend with a Thursday night arrival or earlier arrival. Saturday Night Dinner featuring a number of surprise delicacies 3D Meat Trifecta - all made "Arnprior Style. Later, we'll put on the lights for some night time 3D fun that doesn't stop just because the sun goes down. Lights are on from Wednesday Night until the wee hours of Sunday morning. We have loads of space for campers and RVs of all sizes (no hook ups) and club members will be on hand to welcome arriving participants. Early arrivals please contact Matt or Dave we'll make sure to greet you any day you wish to arrive. Visit the event website for details, registration, and t-shirt orders. www.huckininthevalley.com. See you at the field! | 2021-1362 | http://www.arnpriorradiocontrolclub.com/

JUNE 05, 2021 - SATURDAY | Fun Fly | 2 Days | Stetson Flyers Combined Ed Rae and Giant Scale and Steak Dinner Event | STETSON FLYERS | FIELD - 5800 FRONTIER RD. OTTAWA | Sat 5 June – Sun 6 June 2021 5800 Frontier Road, Ottawa, ON, Canada MAAC or AMA is required. All types of aircraft are welcome. | 2021-824 | http://www.stetsonflyers.com

JUNE 19, 2021 - SATURDAY | Fun Fly | 1 Day | Heli and Multi Rotor Fun Fly | STETSON FLYERS | FIELD - 5800 FRONTIER RD. OTTAWA | Helicopter & Multi Rotor Fun Fly CD: Jim Denyer Come on out heli and multi-rotor Pilots! Bring all your rotary wing equipment out for a full day of fun at the Stetson Field. Helis and quads of all types are welcome. FPV Racing will also be included in the day's events, so be sure to come and participate! Rain Date is Sunday The Stetson Canteen will be running for your lunchtime needs. So come and Hot-Dog it up, show off that new Scale job, and wow us with your FPV skills! It's all fun! We hope to continue to grow this annual event, so help us reach that goal. Be a part of the action. | 2021-822 | http://www.stetsonflyers.com

JUNE 19, 2021 - SATURDAY | Fun Fly | 2 Days | KRCM 46th Annual Father's day funfly | KINGSTON R/C MODELLERS | FIELD - 10 KM NORTH OF ODESSA | Kingston Radio Control Modellers 46th Annual father's day funfly June 19 - 20 2021 at the KRCM field on Fred Brown Road. The event will start at 0930 on both days, with 2 rounds of competition both days. There will be open flying during the competition for those that just want to fly and not compete. Breakfast and lunch will be available at the canteen both days, followed by a Saturday evening dinner. Entry fee for the weekend is $30 which includes 1 meal ticket for Saturday evening dinner. There is ample space for camping, so bring the family along. We hope to see you there!! For additional info please contact Mike Siemonsen @ mike.siemonsen@gmail.com or cell 613-876-0965. field directions are available at www.krcm.org | 2021-1444 | http://www.krcm.org

JULY 01, 2021 - THURSDAY | Display | 1 Day | Canada Day @ Canadian Aviation Museum | STETSON FLYERS | Canadian Aviation Museum, Rockliffe Airport, Ottawa | Stetson Flyers will be exhibiting a wide variety of model aircraft, helicopters, and R/C equipment to the general public. This very busy day of Open House for the Canadian Aviation and Space Museum sees many thousands of people touring the museum. Our annual display is set up among the museum aircraft in a secured area, fully visible to our visitors. Experienced Stetson club members are present all day to talk to interested persons and introduce the hobby, the Stetson Flyers, and our governing body, MAAC. Simulators are usually on hand for those who want to try their hand at R/C flight. | 2021-236 | http://www.stetsonflyers.com

JULY 31, 2021 - SATURDAY | Fun Fly | 1 Day | Fun Float Fly | DESERONTO ROYAL FLYING CLUB | DESERONTO RFC WATERFRONT SITE | Our monthly fun float fly of the beautiful waterfront in Deseronto. Great venue for flying off or over the water! | 2021-1361 | https://www.facebook.com/Deseronto-Royal-Flying-Club-438841956540706/

AUGUST 07, 2021 - SATURDAY | Competition | 2 Days | Stetsons IMAC Competition | STETSON FLYERS | FIELD - 5800 FRONTIER RD. OTTAWA | The Stetson IMAC Weekend will be held again this year as a complete two-day contest, per IMAC regulations. All classes will be flying. As this is a Team Canada selection year, we really hope to see a great turnout from across Eastern Canada. Bring the family to Ottawa , and enjoy a great weekend of Scale Aerobatics, friendship, and wonderful food from the Stetsons Canteen. The always enjoyable Pilots and Guests dinner will be held Saturday evening. Free Camping at the field (no hookups) and lots of Stetson hospitality to welcome everyone! Be sure to put this weekend on your schedule! Special low entry fee of $10 for BASIC class pilots! Come on out and give this a try! | 2021-454 | http://www.stetsonflyers.com

AUGUST 14, 2021 - SATURDAY | Fun Fly | 1 Day | Fun Float Fly | DESERONTO ROYAL FLYING CLUB | DESERONTO RFC WATERFRONT SITE | Our monthly fun float fly of the beautiful waterfront in Deseronto. Great venue for flying off or over the water! | 2021-1360 | https://www.facebook.com/Deseronto-Royal-Flying-Club-438841956540706/

AUGUST 28, 2021 - SATURDAY | Fun Fly | 2 Days | Stetson Giant Scale Weekend | STETSON FLYERS | FIELD - 5800 FRONTIER RD. OTTAWA | The BIG Stetsons Giant Scale Weekend is ON! Make your plans to attend this exciting and friendly weekend of BIG fun! Bring your BIG appetites as well, for the special Saturday Field Dinner. Roast Pig? Could be! All types of Giant Scale aircraft are welcome. Bring 'em and fly 'em! The famous Stetson Canteen will be open for lunch. This is a great opportunity to fly at one

of the nicest fields in the zone. Lots of room to camp for free. (sorry, no hookups) Scott and the gang put on a great event every year, so be sure to include this one in your schedule! | 2021-453 | http://www.stetsonflyers.com

SEPTEMBER 25, 2021 - SATURDAY | Fun Fly | 1 Day | Fun Float Fly | DESERONTO ROYAL FLYING CLUB | DESERONTO RFC WATERFRONT SITE | Our monthly fun float fly of the beautiful waterfront in Deseronto. Great venue for flying off or over the water! | 2021-1359 | https://www.facebook.com/Deseronto-Royal-Flying-Club-438841956540706/

SEPTEMBER 25, 2021 - SATURDAY | Fun Fly | 2 Days | Greater Ottawa Aero-Tow | ARNPRIOR RADIO CONTROL CLUB | FIELD - 5556 LOGGER WAY ARNPRIOR, ON | Join us for a full day of Aero-Towing on Saturday and a half day on Sunday. Flying starts at 9am. Entry fee collected will be donated to the Arnprior RC Club. | 2021-1376 | http://www.arnpriorradiocontrolclub.com/

OCTOBER 30, 2021 - SATURDAY | Fun Fly | 1 Day | Fun Float Fly | DESERONTO ROYAL FLYING CLUB | DESERONTO RFC WATERFRONT SITE | Our monthly fun float fly of the beautiful waterfront in Deseronto. Great venue for flying off or over the water! | 2021-1358 | https://www.facebook.com/Deseronto-Royal-Flying-Club-438841956540706/

BC COASTAL - H

MAY 30, 2021 - SUNDAY | Fun Fly | 1 Day | Spring Fun Fly 2021 | BURNABY LAKE FLYERS | BURNABY LAKE PARK, EAST SPORTSPLEX, Fields 3,4,5,6 | 2021 SPRING FUN-FLY Sunday May 30, 2021 Open to all currently registered MAAC and AMA pilots of all electric planes and helicopters. Admission is $5.00 which will include a raffle ticket (additional tickets available throughout the event). Overall field hours 10:00am-19:00pm Registration for all pilots that are flying begins 10:30am Pilots briefing at 11:00am This will be open flying all day with no competitions. DUE TO COVID-19 RESTRICTIONS, WE HAVE TO LIMIT THE NUMBER OF PILOTS ON THE FIELD TO A MAX OF 50. ALSO SOCIAL DISTANCING RULES WILL APPLY AT ALL TIMES. NO SPECTATORS ALLOWED ON FIELD. We will not be suppling pizza this time due to COVID restrictions but will have pop available. Raffle draw will be held in the mid afternoon for some great prizes. So dust off your planes from last year or bring out your COVID/Winter projects for a day of relaxed flying. Note: NO MAIDEN FLIGHTS FOR NEW PLANES OR HELIS DURING THE EVENT Please monitor this thread, Spring Fun-Fly for additional updates. | 2021-1370 | http://www.hoods-up.net

JULY 18, 2021 - SUNDAY | Fun Fly | 1 Day | FUN SCALE FLY-IN 2021 | BURNABY LAKE FLYERS | BURNABY LAKE PARK, EAST SPORTSPLEX, Fields 3,4,5,6 | 2021 FUN AND SCALE FLY-IN Sunday July 18, 2021 Open to all currently registered MAAC and AMA pilots. Admission fee $5.00 (which includes a raffle ticket) DUE TO COVID-19 WE ARE LIMITING PILOT REGISTRATION TO A MAX OF 50. SOCIAL DISTANCING RULES APPLY AT ALL TIMES AND NO SPECTATORS ALLOWED ON THE FIELD. Overall field hours 10;00am-19:00pm Registration begins 10:30am. Pilots briefing 11:00am There will be open flying for anyone prior to and after the Scale Judging Event We are limiting the scale judging to planes that are either scratch built or kit built. There will also be judging for your ARF, RTF and foamy airplanes. Fun scale judging both static and in flight will be judged by the entrants using anonymous ballots. Judging won't begin till at least noon and extending into the afternoon. Due to COVID-19 we will not be suppling pizza, so please bring some food for yourself if you're planning to make a day of this event. We will be supplying free pop to all pilots. Raffle draw will be in the afternoon for some great prizes and extra tickets can be purchased throughout the event. So come on out for a fun day of flying by some highly skilled RC pilots. Please monitor this thread, FUN and SCALE FLY-IN 2021 for additional updates | 2021-1371 | http://www.hoods-up.net

AUGUST 22, 2021 - SUNDAY | Fun Fly | 1 Day | 2021 JACQUES HEYRMAN MEMORIAL FLY-IN | BURNABY LAKE FLYERS | BURNABY LAKE PARK, EAST SPORTSPLEX, Fields 3,4,5,6 | 2021 JACQUES HEYRMAN MEMORIAL FLY-IN Sunday August 22, 2021 Open to all currently registered MAAC and AMA pilots of all electric airplanes and helicopters. Admission fee $5.00 (which includes a raffle ticket) DUE TO COVID-19 RESTRICTIONS WE ARE LIMITING REGISTRATION TO A MAX OF 50 PILOTS SOCIAL DISTANCING RULES APPLY AT ALL TIMES AND NO SPECTATORS ALLOWED ON THE FIELD. Overall field hours are 10:00am-19:00pm. Registration begins 10:30am. Pilots briefing 11:00am. There will be open flying before and after each competition. This year we will have four competitions including; dead stick landing closest to pin, limbo plane under ribbon, timed helicopter barrel race and fox and hound, where the 'fox" plane has a streamer hanging from it and the "hound" planes are trying to cut the streamer with their props. This event was quite popular with the pilots, and the spectators watching from the parking lot. 3 planes at a time chasing the one with the streamer, a lot of close calls and a few planes that aren't air worthy anymore. Due to COVID-19 we will not be supplying pizza so please bring some lunch with you if you are planning to stay for a while. Free pop will be supplied to all pilots. Raffle draw will be held in the afternoon for some great prizes, also extra tickets can be purchased throughout the event. So come out for some great flying by some gifted RC pilots and enjoy our competitions, which I'm sure, will make you oooh and aaah throughout the day! Please monitor this thread, 2021 JACQYES HEYRMAN MEMORIAL FLY-IN for additional updates closer to the event. | 2021-1372 | http://www.hoods-up.net

SEPTEMBER 08, 2021 - WEDNESDAY | Fun Fly | 7 Days | Canim Lake Fun Float Fly | RADIO CONTROL FLYING CLUB OF B.C. | Rainbow Resort, Canim Lake, B.C. | N.B. COVID-19 restrictions and rules will be followed, as required by the Resort. ALSO: Participants are from RCFCBC, Riverside Flyers Radio Control Flying Club and Garibaldi Balsa Bashers. Although the event organizer is in Zone H, the event is in Zone C and we will be complying with all MAAC Rules and Regulations. | 2021-1369 | http://www.rcfcbc.com

QUEBEC - I

NO LISTINGS

ST LAWRENCE - J

NO LISTINGS

SASKATCHEAWN - K

AUGUST 12, 2021 - THURSDAY | Fun Fly | 4 Days | Jets & Planes Over Sask.2021 | BATTLEFORDS RADIO CONTROL FLYING CLUB | BATTLEFORDS RADIO CONTROL FLYING CLUB FIELD | All Turbine and large scale airplane pilots welcome. Camping on site allowed. | 2021-1346

SOUTH EAST - L

MARCH 07, 2021 - SUNDAY | Swap Shop | 1 Day | **CANCELLED** Heydenshore Swap Meet | WHITBY AEROMODELLERS | HEYDENSHORE PAVILION | **** CANCELLED **** Whitby Aeromodellers RC Airplane Swap Meet. Heydenshore Pavilion 589 Water St. Whitby, Ontario March 7, 2021 9:30 AM RC Airplanes and accessories for sale. Vendor set-up starts at 8:00 am. | 2021-02 | http://www.whitbyaeromodellers.com

SOUTH WEST - M

SEPTEMBER 15, 2021 - WEDNESDAY | Fun Fly | 5 Days | Thunder Thrust Over Chatham Kent Airport | SOUTH WEST ONTARIO ZONE | C-K MUNICIPAL AIRPORT 8528 FOURTEENTH LINE RR2 MERLIN | Jet Rally - Thunder Thrust Over Chatham Kent Municipal Airport 5 days - September 15-19. Flying starts on Wednesday at Noon. Landing Fee = $70 Spectators are welcome, donations will be accepted at the main gate. For more info contact Peter Doupnik (519) 791-5328 or pdoupnik@gmail.com See you there | 2021-1382

Sud Est de l'Ontario (L) *suite de la page 34*

en visite à un terrain de vol l'été prochain et que des enfants s'y trouvent, ne soyez pas étonnés que je serai en train de leur en remettre un.

de quoi rester à la maison

Puisque l'Ontario est sous le coup d'un ordre de rester à la maison en raison de la pandémie au moment où j'écris ces lignes, plusieurs d'entre nous se chercheront de quoi nous occuper. À ce point-ci, vous avez peut-être réussi à entreprendre vos réparations, à moins que vous ne soyez comme moi… J'ai encore deux planeurs à réparer avant la saison de vol.

Même si vous ne construisez pas, ce serait une bonne occasion de vous lancer, cet hiver. Si vous vous apercevez que vous aimez ça, vous venez d'élargir vos horizons au sein de ce passe-temps; dans le cas contraire, au moins, vous l'aurez essayé et c'est une façon bien chouette de passer le temps et d'essayer quelque chose de nouveau.

Personnellement, je construis quelques maquettes de balsa : un classique Wonder (de SIG, mon premier appareil à motorisation conventionnelle en 25 ans) et l'une des maquettes de moins de 250 grammes, le Der Flugel (un produit de Willy Nillies). Pour quiconque s'intéresse à la construction traditionnelle, plusieurs nouveaux kits ont fait leur entrée sur le marché; ils sont conçus de façon à s'assembler aisément. C'est une autre bonne introduction à l'étape de la construction et ces appareils sont beaucoup plus faciles à assembler que les maquettes classiques.

Willy Nillies est une entreprise que je suis depuis que ses propriétaires, Doug et Becky, l'ont lancée à l'été 2019. Depuis, ils ont expédié plus de 7 000 kits de balsa, ce qui prouve un engouement perpétuel pour la construction. Les kits ne sont pas très dispendieux – entre 30 et 50 $US), sont de très bonne qualité et s'assemblent aisément… ils sont idéaux pour tout constructeur novice.

On retrouve même des extraits YouTube avec instructions afin de construire certains de leurs kits. Jetez-y un coup d'œil si vous voulez vous amuser. Tous leurs appareils se retrouvent sous la barre des 250 grammes si vous les assemblez comme prévu, si bien qu'ils sont exemptés des restrictions de Transports Canada. De plus, on peut y placer des moteurs électriques ou les diminutifs moteurs de cylindrée 0,010 à 0,049.

Saskatchewan (K) *suite de la page 32*

Ensuite, faites défiler la page jusqu'à PCM – Publication consultative MAAC Didacticiels et téléchargez PCM 01-D-1 – Didacticiel - Directives pour terrains de vol) afin d'apprendre comment effectuer la mise à jour.

VOL CIRCULAIRE HCRCC

par Darryl Wurtz (MAAC 41841)

« Les membres du Hub City Radio Control Club ont généreusement accepté de prêter leur piste de Géotex et les installations du Club une fois par mois à des adeptes du vol circulaire.

« Le Club compte justement un certain nombre de pilotes qui s'adonnent aussi à ce volet de l'aéromodélisme. Nous avons connu de bien belles séances de vol en matinée et en soirée. Le vent et la pluie ont parfois contrecarré nos plans mais les six ou sept modélistes qui y prenaient part se sont tout de même amusés.

« Le seul expert de vol acrobatique parmi nous, c'est Monty Summach. Ce dernier a profité de ces séances de vol pour piloter sa « presque » copie volante du Sea Fury (mûe par un moteur PA) afin de nous montrer la séquence AMA. Ce dernier est toujours disposé à donner un coup de main lorsqu'un moteur fait des siennes ou à prodiguer un conseil sur la construction et le vol de maquettes de vol circulaire. Nous apprécions tous le partage de ses connaissances et de son expertise. Le reste du petit groupe se contente de piloter les maquettes par simple intérêt sportif.

« Un autre membre du Club, James Pitzel, nous a surpris en présentant à chacun d'entre nous une maquette prête à voler du Man-Win Trainer, mû par 0,049 et destiné à l'instruction. Il les a assemblés et en a effectué la finition en appliquant des graphiques qui changeaient d'un appareil à l'autre. Quel chic type! Merci, James.

« Ceux d'entre nous qui nous sommes rendus à notre club savent pertinemment qu'il est très bien configuré; il se trouve non loin de Saskatoon. Nous devenons occasionnellement les hôtes de fins de semaine de course autour de pylônes. Nous avons aussi désigné certaines soirées aux maquettes de combat, de même qu'à l'apprentissage des élèves-pilotes, des Fun-flies et des ventes-échanges (swap meets)! »

South-east Ontario (L) *from page 35*

kits coming out that are self-jigging and that assemble very easily. They are another great introduction to building, and much easier to build than the classic models.

Willy Nillies is a company that I've been following since owners Doug and Becky launched it in the summer of 2019. Since then, they've shipped over 7,000 balsa kits, proving that building is still very much alive. The kits are inexpensive ($30-50USD) and of quite good quality, and very easy builds… they are ideal for the first-time builder.

They even have YouTube videos with instructions for some of their kits. Check them out if you want a bit of fun. All their aircraft are under 250 grams flying weight if built as designed, so they are Transport Canada-exempt and they are suitable for electric or 0.10 to 0.49 glow power.

Saskatchewan (K) *from page 33*

appreciate his sharing of his knowledge and expertise. The rest of us fly just for fun as sport fliers.

Another club member, James Pitzel, surprised us by presenting each of us with a ready-to-fly 0,049 powered Man-Win Trainer that he built up and custom finished, each one with a different graphics scheme. What a great guy! Thanks James.

Those who have visited our club will know we have a top-notch facility located a short drive from Saskatoon. We host annual Pylon Racing events and also, we have designated evenings for R/C combat and our new pilot training program as well as fun fly and swap meet events!

Vallée de l'Outaouais (G) *suite de la page 28*

de documents ont été consacrées à la création de cet ensembles de documents du MAAC afin d'en faire profiter ses membres.

FAMILIARISEZ-VOUS AVEC CES DOCUMENTS

Bien que cet ensemble de documents afférents à l'autorisation de l'exploitation de terrains de vol (à l'extérieur) intéressera surtout les leaders des clubs, l'exemption de la Partie IX exige que « le membre du MAAC qui opère un SATP devra observer la version la plus à jour des règlements, procédures et lignes directrices (en matière de sécurité) du MAAC. » (traduction libérale) Il vous est impossible de respecter un règlement, une procédure ou une ligne directrice de sécurité si vous n'avez pas au moins lu le document.

Je « nous » lance un défi collectif. Tandis que nous sommes confinés et que nous évitons le temps froid, prenons le temps de consulter le Code de sécurité du MAAC, les politiques et l'ensemble de documents d'ici à ce que débute la prochaine saison de vol.

Entamez cette lecture ici : https://www.maac.ca/fr/documents.php (le site en français). Lisez l'ensemble des règlements afférents à la sécurité ainsi que la directive DSM-01, qui vous guide vers les documents pertinents à votre volet d'activité.

Ensuite, explorez les politiques et procédures qui débutent avec le document DPPM01 – Explication des politiques et procédures du MAAC; DPPM03 – Explication des politiques de sécurité du MAAC; ainsi que le DPPM10 – Coordonnées MAAC du propriétaire du modèle. Ce dernier document est directement lié à l'exemption de la Partie IX (condition 11) qui stipule que «... le membre du MAAC qui opère un SATP devra apposer son numéro du MAAC sur sa maquette de façon à ce que le propriétaire puisse être identifié. » (traduction libérale)

L'exemption de Transports Canada est entrée en vigueur en juin 2019 – ce qui a précipité la création du nouvel ensemble de documents du Code de sécurité du MAAC l'année d'ensuite – et l'agence fédérale s'attendait à ce que le MAAC et ses membres observent très attentivement les conditions de l'exemption en un délai raisonnable.

Il est temps d'observer ces règlements. Je demande à tous les membres de faire leur part et de se plier à l'exemption de Transports Canada; soyez au courant – et respectez! – les règlements, politiques et procédures du MAAC.

Ottawa Valley (G) *from page 29*

Procedures Documents Explained, MPPD 03 - MAAC Safety Policy Explained and MPPD-10.

MPPD 10 -- MAAC Owner Contact Information on Model Aircraft is directly connected to CAR IX Exemption condition #11 that "the member of MAAC operating a RPAS shall mark their aircraft with their MAAC member number in a way that the owner can be identified."

The Transport Canada exemption that came into effect in June 2019 -- and which precipitated the creation of the new MAAC Safety Code document set in 2020 -- expected MAAC and its membership to fully comply with the conditions of the exemption within a reasonable time.

The time for compliance has come. I'm asking all members to do their part to comply with the Transport Canada Exemption by being aware of, and following, all of the MAAC rules, policies and procedures.

CL Precision Aerobatics *from page 61*

- Custom geometry flap and elevator horn (slider)
- Custom designed and built Brett Buck style bellcrank "Brettcrank"
- Wider fuselage for better torsional resistance.
- Two-degree motor offset
- Plettenberg 15-22 motor
- Igor Burger Timer with Jetti 66 ESC
- Thunder Power 2800-mAh 6S 22.2V 25C LiPo battery
- Igor 12 x 5 three-blade narrow Prop
- Adjustable tip weight, lead-outs, rudder
- Flying weight - 66 ounces.

"I could not be happier with the way that D'Arcside performs. It tracks beautifully. It provides a very predictable response to my control inputs. Most of all, I think it looks great on the ground and in the air."

Vol circulaire *suite de la page 58*

Lapointe. J'ai hâte de pouvoir vous rapporter les péripéties du premier concours. Ce serait du plaisir peu dispendieux et AMUSANT, d'après moi!

TAS DE FERRAILLE NOSTALGIQUE?

Eh bien, voici un autre moteur de l'ère nostalgique qui s'est retrouvé entre les mains de Paul à son atelier Power by Paul. Les symptômes initiaux : très faible compression, mais je me suis aperçu que ce pauvre moteur était la victime d'un réassemblage douteux.

Tous les signes externes y étaient : la tête avait été boulonnée de travers, de même que la plaque arrière. Deux vis de tête manquaient à l'appel, tandis que le piston et le cylindre avaient été installés sens dessus sens dessous (à 180 degrés sur l'extérieur).

Je ne crois pas que son propriétaire a fait tourner le moteur ainsi assemblé puisque le déflecteur du piston exhibait des traces d'avoir frappé la tête en haut de sa course! Plusieurs vis avaient été remplacées – du travail d'apprenti – à l'aide du mauvais tournevis. Je crois que le propriétaire original a lancé la serviette, rendu à ce point-là, et qu'il s'est dit que le moteur était irrécupérable... jusqu'à ce que je mette la main dessus!

Sud Ouest (M) *suite de la page 36*

les Fun-flies, les ventes-échange (swap meets), concours, etc., comme vous le feriez pour toute autre année... Nous recevrons une aiguille dans le bras sous peu. Mieux vaut se préparer et effectuer des changements, au besoin. J'ai bien hâte de vivre une autre année d'activités de vol! Au plaisir de vous revoir dans l'aire des puits.

R/C Jets *from page 71*

was the day for Zone A members who wanted to get the TOC Exam completed. If weather was poor, Sunday Aug 30th was the back-up date, just in case. Generally, there are enough general flying events throughout the year to organize completing any of the TOC tests that are required but unfortunately, due to our other uninvited guest (COVID-19), this year it was pretty much a blanket shutdown off all the events in Zone A.

"Fortunately, our Jet Committee Chair, Alan Blore, recognized that there was a substantial demand for the TOC Testing to be completed and put forth the effort to organize and arrange all the details of this event. The Red Deer Prop Busters Club offered up the field for the event and specifically, Steve Morgan and Devon Glowatski (club executive) put a lot of time and effort into the field, this year. Runway extensions have been added and they had rolled and groomed the field just prior to our planned TOC exam weekend.

"A few of us arrived on the Friday before the event was scheduled to get some flying in and also to provide the opportunity for those desiring to complete their test to get familiar with the field and the layout. We were blessed with beautiful weather for almost the entire day on Friday. The forecast had predicted that there would be fairly substantial winds picking up around noon. This was fortunately incorrect and we had a great day of flying! As Friday progressed, the forecast didn't change for Saturday and Sunday with sustained 30km/hour winds with gusts of 50 to 60km/hour predicted. I know with all the planning put in place, Alan held off as long as possible but later in the afternoon on Friday, the Saturday testing day was canceled. Sunday was still on, but that call would be made on Saturday afternoon. The poor forecast was unfortunately correct for both days and ultimately, the testing was canceled.

"A huge thank you goes out to all those involved in organizing this and thank you for your time and efforts. We appreciate it! As a quick side note, it's important to understand that having a TOC is not required to fly a turbine-powered aircraft in Canada. A TOC is only required to fly a turbine aircraft in the USA."

Well, thank you Jonathan for your article and look forward to seeing and flying with you many times in 2021.

That's all for now folks, until next time, have a safe flight.

Vol circulaire acrobatique *suite de la page 60*

à la fiche d'armement (arming plug).

"Mon but était de fabriquer une maquette de poids raisonnable qui était raide – aussi en torsion – plus précisément au chapitre des ailes, volets et fuselage. Cela signifiait qu'il fallait que je construise une âme de cisaillement (shear webbing) au longeron principal et aux bords de fuite des ailes de sorte à ce que suivant mon étape du recouvrement, je dispose d'ailes en trois sections qui rappellent la rigidité d'une boîte.

« J'ai confectionné mes volets à l'aide du balsa le plus droit et le plus ferme que j'avais sous la main… mais ce n'était certainement pas le plus léger! Histoire de rendre le fuselage plus rigide, je l'ai élargi et j'ai arc-bouté et appliqué du shear webbing sur le dessus et le dessous de la 'boîte' du fuselage. J'en payais dès lors une certaine pénalité de poids – j'ai peut-être exagéré – mais je suis très satisfait des résultats.

« En matière de finition, j'en recherchais une à base d'enduit-colle (dope) qui serait facile à appliquer et moins onéreuse en temps. J'ai utilisé le recouvrement Polyspan et un voile de carbone de 0,2 once afin de recouvrir l'ensemble de la cellule.

« Lors de son vol inaugural, la performance du D'Arcside m'a parue à la fois confortable et intuitive. C'était comme si je l'avais piloté une bonne douzaine de fois au préalable. Au moment où les roues ont touché terre, je savais pertinemment que la motorisation électrique serait mon premier choix à partir de maintenant.

CARACTÉRISTIQUES NOTABLES DU D'ARCSIDE

- configuration des ailes conventionnelles selon la formule du Hell Bear du tandem Cox/Resinger
- surface alaire de 685 pouces carrés, volets et saumons d'aile inclus
- bord d'attaque pointu sur des gouvernes plates – une surface alaire de 170,75 pouces carrés
- volets sur toute l'envergure des ailes, profil plat
- accastillage géométriquement personnalisé pour les volets et la profondeur (principe de glissoire)
- guignol (bellcrank) personnalisé, à la façon de Brett Buck
- fuselage élargi afin d'améliorer la résistance à la torsion
- décalage du moteur de 2 degrés
- moteur Plettenberg 15-22
- minuterie Igor Burger munie d'un contrôleur de vitesse Jetti 66
- batterie Li-Po Thunder Power 6S de 2 800 mAh (22,2 volts et 25C)
- hélice Igor mince à trois pales de 12 x 5
- les pesées au saumon, la tringlerie lead-out et le gouvernail de direction sont tous ajustables.
- Poids, prête à voler : 66 onces.

« Je ne saurais être plus heureux de la façon dont vole le D'Arside. Cette maquette vole très droit et s'avère très prévisible lorsque je lui transmets une action quelconque. Par-dessus tout, il a belle gueule au sol comme en l'air. »

Pylône RC *suite de la page 72*

Assurez-vous d'utiliser une bonne technique de soudage et protégez les joints à l'aide d'une bonne pellicule thermorétractable (heat shrink tubing).

Procédez à un test du servo à l'aide d'un bon testeur afin d'en assurer le bon fonctionnement et vous serez fin prêt.e!

Et voilà pour la chronique d'aujourd'hui. Si vous avez de quelconques commentaires ou suggestions, soyez bien à l'aise de communiquer avec moi par courriel au royandrassy@shaw.ca.

Pilotez en toute sécurité et coursez furieusement!

OBITURARIES

Terry Thomas
1939-2020
Remembered by PENMAC

The Penticton Model Aviation Club (PENMAC) lost one of its long-time members when Terry Thomas passed away. Terry was a devoted and creative modeler and the 'go-to' guy in our club for anything to do with glow or gas engine diagnosis and repair. He was generous with his time and support, taking new members under his wing so they could earn theirs.

Terry was a permanent fixture at the club's annual Cam Reuss float fly and willing to take on any work that would support the club including participation in the annual mall show where he was always generous with his time and expertise, particularly to young aviators.

Our unofficial club mascot was a miniature German shepherd who raced to the field to join us every time she heard an engine start up. Terry was her favorite and she would lie under his set-up table out of the sun for hours. Terry always had doggie treats in his flight box for the little dog.

Terry Thomas always had time for junior modelers.

He was honored by the club with a "Life Membership" earlier this year. Terry was on his own for the last year of his life having lost his wife Ann to cancer the previous year. Although in ill health, he still made weekend trips to the flying field often just to visit. He will be fondly remembered by his many flying friends.

- Karl Crosby MAAC 23963

Richard Headley Baylis
March 1927 – November 2020

Richard was born in 1927 at Pumphouse Farm in the UK, to Frank Baylis and Freda Guilding. From 1945 to 1949 he served with the RAF Aircrew. After the War, he went to university where he graduated with his BsC Eng. In 1953. He moved to Canada where he met Gloria Clarke, whom he married in September of 1956. He worked at several electronics companies, ending his career at Spar Aerospace in Montreal.

Richard was a classic gentleman with a passion for planes.

He was a man of integrity, a generous soul, and a humble man of faith. He loved life and most especially his beloved wife. He was a devoted husband, father, grandfather, uncle, brother, and friend.

Richard lived a full life and he was young at heart. His passion for model airplanes and all things aeronautic was refreshing. He suffered from heart issues for over 30 years and despite being told at the age of 60 that he had 10 years to live, he far outlived all expectations.

He volunteered regularly.

He Kept Calm and Carried On.

Together, Richard and Gloria were the type of parents, grandparents, that showed their family how to live through their actions. They were true role models.

The Baylis family invites you to raise a glass to this remarkable gentleman.

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EFL01350 — BNF Basic w/Smart/Telemetry

T-28 Trojan 1.1m

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EFL08275 — PNP
EFL08250 — BNF Basic

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